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THE BURIAL OF BRADDOCK.

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It is midnight in the forest—not a sound the hush to break;
Not a leaf has dared to rustle, not a blossom dares to wake;
Every bird has crept affrighted to the shelter of the nest,
With a flutter in its pulses, with a tremor in its breast.

Scarce four days since noise of battle echoed to the forest's heart,
Drove the wild fawn from the thicket, made the nested wood-dove start;
And a weird, expectant stillness falling from the midnight skies,
On the dark, encircling woodlands, like a warning finger lies.

Hark! the forest aisles are sounding with the rush of trampling feet—
Fast the hearts of birds awakened in their trembling bosoms beat!—
Onward through the night and darkness comes the tread of marching men,
Soldiers' voices drive the silence from the echo-haunted glen.

From the fatal sloping greensward where the dying and the dead
Stained the daisies, snowy earth-stars, with their life-blood's glowing red,
To the dim and silent forest where the trees in reverence bow,
They have borne their wounded leader with the death-light on his brow.

Through the shadow-crowded woodlands faintly shines the torches' light,
Faintly glimmers on the bayonets receding through the night,
Faintly lights the pale-faced sleeper touched with God's divinest rest,
Changes to a blade of flame the sword upon his pulseless breast.

Where the road winds through the forest, where the pines dark branches wave,
Dewy grasses shrink—a tremble from the soldier's open grave;
Washington, his young voice ringing, reads the burial service grand,
While the officers uncovered round their death-cold leader stand.

Then once more the soldiers hasten through the forest, dark and deep;
Leave the midnight and the silence—wakened birds sink back to sleep—
Leave the grave by night-winds tended, spirits of the viewless air;
Leave the forest sacred ever; human death has entered there.

JESSIE F. O'DONNELL.

"A brief farewell—a faint gasp—a weak struggle—and Braddock lay a corpse in the forest. A grave was hastily dug in the centre of the road, to conceal it from the Indians, into which, with his sword laid across his breast, he was lowered. Young Washington read the funeral service by torchlight over him."—*Headley's Life of Washington*.

THE REDEMPTION OF A TERRITORY.

WHOEVER will glance at the condition of New Mexico to-day and remember that it was ceded to the United States more than forty-one years ago, will be amazed at its tardy advance in civilization and industrial development. It contains an area of 122,460 square miles, or 78,474,400 acres. In the salubrity and charm of its climate it is unsurpassed by any country on the face of the earth. Its great mineral resources are unquestioned. As a fruit-growing country it challenges comparison with any other. It is true that a large proportion of the territory is mountainous and rugged, and fit only for grazing; but in the valleys and plains are very considerable areas of tillable and fertile land, and these areas can readily be extended by irrigation. Nor is the backward condition of the territory explained by the character of the native population. That population, as a rule, is not vicious, but peaceable and law-abiding. Its chief fault is its supineness. Its malady is stagnation and a ready contentedness with petty aims and dwarfing conditions. But such a people, thinly scattered over a vast territory, can form no barrier against immigration. What New Mexico needs is a social inundation akin to that which rescued California from the mongrel races and variegated barbarism that threatened to submerge American civilization on the Pacific slope forty

years ago. But no such movement is visible, nor even the faintest symptoms of it, while the stream of settlers continues to pour across the territory on its way westward, or to empty itself in Dakota or other tempting regions of the great West. What is the meaning of all this? It is not an accident, but the effect of some discoverable cause. What is the disorder which accounts for the halting progress of so important and picturesque a division of the continent, and what is its remedy? The true answer to these questions will open the way for the regeneration of New Mexico and the addition of another great commonwealth to the Union.

In dealing with these questions I shall not speak at random, but on the authority of official documents and ascertained facts, made accessible to me by the work I have performed as Surveyor-General within the past four years. The answer to the first question is easy. The uncertainty of land-titles has been the scourge of the territory from the beginning. The genesis of this trouble is readily traced. When the United States acquired New Mexico it was encumbered by old Spanish and Mexican grants, covering a claimed area of about 24,000 square miles, or 15,000,000 acres. By our treaty with Mexico, of 1848, the government bound itself to respect the titles to these grants so far as found valid by the laws of

Spain and Mexico; and to this end Congress, by act of July 22, 1854, made it the duty of the Surveyor-General to investigate these titles and report his opinion thereon to Congress for final action. This laid the foundation for the deplorable strife about land-titles which has ever since so fearfully afflicted the territory. The grants made by Spain and Mexico with rare exceptions were made honestly. They were valid grants, and although somewhat irregularly and clumsily executed and always marked by vagueness in defining the boundaries of the tracts granted; it is not at all probable that any serious controversy would ever have arisen if the territory had remained a part of Mexico. After the cession American citizens began to make it their home, including speculators whose cupidity led them to purchase nearly all of the principal grants, which they did at low rates with a view to large profits. The act of Congress referred to became their chosen opportunity. Their greed for land at once revealed to them the base uses to which this act could be prostituted. They succeeded in making the Surveyor-General and his deputies their instruments, and the boundaries of the grants as surveyed were enormously stretched. Tracts of a few hundred acres were made to contain thousands, and tracts of a few thousand were magnified into hundreds of thousands. The General Land Office, wittingly or unwittingly, was also made the stool-pigeon of these grant claimants, while Congress itself, through the cunning

manipulation of its committees, was put on duty as the servant of this organized scheme of land-stealing. Of the claims in New Mexico, numbering a little over two hundred, Congress has confirmed forty-seven, covering an area of about five million acres of lands that were never granted; while the unconfirmed grants favorably reported by the Surveyor-General cover an additional area of an equal amount of the public domain included in unauthorized surveys of private claims.

In the meantime Congress, as if ashamed of its performances, has absolutely declined to pass upon any more of these claims, while under existing laws and regulations the lands thus illegally appropriated to the uses of private greed, are reserved from settlement under the Pre-emption and Homestead laws till the grant titles are judicially decided. Congress, however, fails year after year to provide any method by which such decision may be secured, thus leaving the holders of their ill-gotten lands in peaceable possession, to reap the profits without the payment of taxes. The theft of ten million acres of the public lands of New Mexico is certainly a great wrong to its people, and if there is any remedy the government should speed it. Such a remedy undoubtedly exists. Even a considerable portion of the lands covered by grants that have been confirmed and patented can be reclaimed by suits to set aside the patents on the ground of fraud. Still larger areas may be reclaimed by

an authentic survey of the confirmed but *unpatented* grants, restricting them to their true limits. Far larger areas still may be recovered by a just settlement of the numerous cases yet undisposed of by Congress, in which millions of acres of land are illegally reserved under preliminary surveys made in the interest of the claimants. At present all is confusion and uncertainty. These grants cover much of the choice land of the territory but their boundaries are unknown. The awkwardness of the situation is further aggravated by the practice of the Government in connecting the public surveys with the preliminary grant surveys which have no legal validity whatever. The records of the local land offices furnish no sure guide to the home-seeker, for the very land he wishes to select, which these records show to be open to settlement, may be included in some undiscovered grant. Immigration is thus kept out by the belief that no government land can be found. Investments in permanent improvements are discouraged, and industry and thrift paralyzed. The natural resources of the country are not utilized, while a spirit of lawlessness and general demoralization naturally proceeds from this calamitous uncertainty of land tenures. During the last fifteen or eighteen years the people of New Mexico have importuned Congress continuously for relief, but Congress has as continuously turned a deaf ear to their petitions. The situation is most pitiable. If the country was worth fighting for

and adding to the territory of the Union, it is surely worth governing and caring for by decent and civilized methods.

I pass now to the remedy for these evils. How is it possible to secure a just and speedy settlement of the large residue of claims yet undisposed of by Congress, which have been examined by the Surveyor-General and transmitted to the General Land Office? Various projects have been urged. One of them is a Land Commission such as that provided for California by the act of March 3, 1851. This act created a tribunal of three members for the adjudication of the grant claims of that state, and allowed an appeal from their decision to the District Court and thence to the Supreme Court of the United States. The Commission bill for this territory, which has had the zealous support of Delegate Joseph and several of his predecessors, was copied from the California act, and has several times passed the lower branch of Congress. Should it become a law, it will prove utterly disastrous to New Mexico. On this subject I speak advisedly, and I desire to speak with emphasis. Under the California act, from thirty to forty cases of controverted title or survey are yet undisposed of, at the end of thirty-eight years. The litigation under it has not only been painfully protracted and exceedingly exasperating to the parties concerned, but the prosperity of California has been powerfully retarded and justice signally defeated. The Commissioners were

men of character and ability, but their sessions were held under the immediate shadow of great monopolies and in an atmosphere strongly impregnated with corruption. The hearing of the cases was too often practically *ex parte*, and the arts of forgery, bribery and perjury were employed with such matchless skill that the Commission, in many cases, became the mere cat's-paw of theft and plunder. All the resources of roguery were successfully mobilized by experts in robbing the public domain, while the worst of the frauds and rascalities were concocted after the Commission and Courts had entered upon their work, and the particular exigencies of the situation were thus revealed. Mr. Bancroft has an exceedingly interesting chapter on this subject in the sixth volume of his History of California, from which I quote the following:

"Writers on subjects connected with California annals, journalists, judges of the different courts, lawyers who took part in the long litigation, public officials and private citizens, successful speculators like impoverished victims, squatters as well as grant owners, residents and visitors, American pioneers no less than native Californians and Mexicans, all—as their testimony lies before me in print and manuscript—agree with remarkable unanimity that the practical working of the law was oppressive and ruinous; and I heartily indorse the general disapproval."

In the light of such facts no honest man can desire to see such a project

disinterred and fastened like a "body of death" upon New Mexico. The grant claimants who have so long preyed upon the territory are unitedly in favor of it and so, I believe, are the lawyers; but, as a means of speedily settling land titles, it is utterly and absolutely preposterous. Even if it were unobjectionable in its general features, its provision for an appeal from the Commission to the territorial courts would condemn it; for these courts are so loaded down with their proper work that they could not possibly dispose of the cases, as all the judges declare. The measure should be entitled "An act to postpone indefinitely the settlement of Spanish and Mexican grant titles, and to secure to the holders thereof the unmolested occupancy and use of the lands claimed by them."

Another method of settling these titles is known as the Edmunds bill, and has several times passed the Senate. It refers these claims for adjudication to the district court of the territory in whose jurisdiction the land may be situated, with the right of either party to appeal from its decision within six months, to the Supreme Court of the territory, and from the decision of that court within one year to the Supreme Court of the United States, which is behind with its work four or five years. It provides that in all cases in which the judgment of the district court shall be against the United States an appeal must be taken to the territorial Supreme Court, and also to the Supreme Court of the United States, unless the At-

torney-General shall otherwise direct. So far as the Government is concerned, therefore, all or nearly all the cases will reach the Supreme Court of the United States, while the claimants, if defeated in any of the lower courts, will be sure to appeal, inasmuch as they hold their land without taxation, and would reap its profits for indefinite years through the law's delay. The cases, therefore, would have to be tried in three several courts, in each of which it is provided that oral evidence may be heard, while in the two lower tribunals it would be practically impossible to try the cases at all, by reason of their overburdened territorial business, as already stated. Such a measure would certainly beget litigation, and prove very acceptable to lawyers, but it would be a wretched mockery of its professed purpose. Its machinery is more elaborate in its conditions and provisos and far more conducive to delay than that of the California act, while all the fatal objections I have pointed out to that measure are applicable, in all their force, to the Edmunds bill. It deals with just such cases as those referred to the California Commission, and their hearing would take place under just such conditions as those which made the work of that Commission a cruel counterfeit of justice. These conditions are now lying in wait for the fine touch and dexterous manipulation of New Mexican roguery, which only asks that its cases shall be tried by a tribunal within easy reach of its tactics. By the admission of oral

testimony after nearly all the original witnesses have died, it opens the door to wholesale perjury and subornation of perjury in the interest of grant claimants. As I have already shown, their baleful ascendancy in the territory has had full sweep from the beginning, and they would naturally count on controlling this tribunal as they have so long controlled more formidable agencies of the Government. It would be obliged to confront this trained oligarchy of land grabbers, while the rank and file of the people are poor, ignorant of our language and laws, and practically defenceless. No man who understands the real state of affairs in New Mexico and desires to save its people from the vandalism which has so long plundered them, can favor any such measure.

Still another method of settling these titles has been urged, namely, the creation of a Land Court. A bill providing for this passed the House of Representatives during the last Congress. It authorizes the President to appoint three judges whose term of office shall continue four years and whose sessions shall be held six months in each year in the district in which the lands involved are situated, and at such points as the President shall direct. This Land Court, with its retinue of clerks, stenographers, interpreters and deputy marshals, is to itinerate the territory in the prosecution of its work, and of course would encounter the overshadowing local influence of the great monopolists whose ascendancy would be in-

volved in its decisions. The bill provides for an appeal to the territorial courts and in other respects is substantially identical with the Land Commission project already criticised, and exposed to all the fatal objections to that measure. It is the same project under a different name and would of course prove equally disastrous in its practical operation.

After a very careful consideration of the whole matter I reached the conclusion more than three years ago that the best and speediest method of adjudicating these claims would be an act of Congress referring them to the Commissioner of the General Land Office for decision, with the right of appeal to the Secretary of the Interior as in other cases. The Surveyor-General began the investigation of these claims as long ago as 1855, and the work has been prosecuted from year to year by his successors and is now substantially completed. The claims are on the files of the General Land Office, including duly certified copies of the papers in each case; the evidence, both documentary and oral; the reports of the Surveyor-General, and the supplementary reports recently submitted reviewing previous reports, all printed and in their orderly connection. What is obviously wanted is the reference of the cases thus prepared to the Land Department for decision on the basis of action thus supplied. This would utilize the labor expended in past years in putting the cases in orderly shape, and hasten their decision. Congress refuses to adjudi-

cate any more of them; but this certainly does not make nugatory the records thus prepared, but only necessitates their submission to the tribunal established by Congress for the purpose of dealing with all questions touching the public domain. I am unable to see any valid reason for the creation of a new and special tribunal for the settlement of these cases. Should it be established it will be obliged to dispose of the cases on the papers on file in the General Land Office, unless further evidence should be procured through the arts of perjury and fraud; because the witnesses, as already stated, are nearly all dead, and the record of their evidence must be received. The authority of Congress to do what is proposed is as unquestionable as its authority to create a commission, to refer the cases to the courts, or to pass upon them itself as submitted in the reports of its own committees.

Some time after the announcement of this plan of settlement I was gratified to learn that the Secretary of the Interior, Mr. Lamar, after thoroughly examining the question, concurred in my views, and he afterwards earnestly commended them to Congress in his last annual report. "As at present organized and equipped," said he, "with a slight increase in force, this Department is fully equal to dealing with and determining all legal questions arising under these grants. It has at its disposal legal talent trained and familiar with questions of land law, and

in the habit of acting judicially in other cases. Representing the executive department of the Government, this Department must in any event be a large participant in any action in relation to these grants. The official documents, the archives, ancient and modern, relating to the public lands and foreign grants, are in its custody, and must there remain. Even were laws enacted transferring the entire jurisdiction in relation to the foreign grants to the courts, it would be almost impossible to separate the private lands from the public land system without the intervention of this Department." Mr. Lamar also fully concurred in the views I have expressed as to the pernicious power of local influences over tribunals established at remote points, for the settlement of large private claims.

I must not be understood as approving the method of settling these titles provided by the act of July 22, 1854. I have already condemned it as the beginning and source of the chronic squabbles about New Mexican land titles. There is much force in the objection often urged against that act that the Surveyor-General was not a judicial officer, and that his investigations were frequently hasty and *ex parte* in their character. But if a court or commission was ever demanded it was thirty-five years ago, and should have been provided for as a substitute for the bill then enacted. For more than the third of a century, however, the Government has acquiesced in its

vicious methods and failed to provide any remedy. It is too late now for a complete change of base. The Government cannot afford to play a game of fast and loose at the bidding of the grant claimants, who were perfectly content so long as they were able to use the old machinery in the furtherance of their base purposes. It cannot afford to ignore its past action and mock the people of the territory by a new project which would leave them in the wilderness at least another third of a century. To do so would only add insult to injury. It would give them a serpent when they ask for a fish. Prompt action is demanded. The very machinery of a court invites procrastination, and this alone is a sufficient objection to its creation now, even waiving the fatal objections to it which I have urged, and conceding the wisdom of the measure if it had been adopted in the beginning.

It has been objected to the plan I am urging that there are several thousands of these grants in New Mexico, and that the Surveyor-General could not possibly dispose of them. But this objection strangely ignores the facts of the situation. As already shown, there are only about two hundred cases on the files of the Surveyor-General's office, where all such claims are required to be deposited. Of these forty-nine have been finally disposed of by Congress. Forty odd additional cases are in such fragmentary shape that no action on them is possible,

while the claimants, who were notified over three years ago to perfect their applications, have failed to do so. The fair presumption is that they have been abandoned. This leaves a residue of only a little over one hundred cases to be disposed of, nearly all of which have been examined and re-examined and forwarded to the General Land Office. The work of the Surveyor-General is therefore already accomplished, and it is too late to talk about the amount of it or the difficulty of performing it.

It is further objected that the cases are exceedingly intricate, and call for the most careful investigation by a tribunal clothed with ample authority and thoroughly qualified for the work. This objection is as untenable as that just noticed, and could not be urged by any one who understands the character of the claims. Of the one hundred cases yet to be adjudicated a good many involve very small tracts, like those of the group in the vicinity of Santa Fe. These can readily be disposed of, as they disclose little ground of controversy. There are also a good many colony and pueblo grants, about which there is no real dispute, and in which the grantees or their descendants will hold their land by occupancy and prescription if the grants should be found technically invalid. Quite a number of other claims, as I have discovered, are so clearly valid or else so manifestly invalid, as to preclude controversy and make their disposition easy and merely formal, while comparatively few of them involve

such controverted questions of law or fact as to require any elaborate investigation. There is nothing mysterious or occult about them. They involve none of the niceties of legal metaphysics. As a rule, the grant relied on by the claimant is found among the archives on file in the Surveyor-General's office, and its genuineness is easily determined. If it is shown by the records that judicial delivery of possession was made, and that the conditions of the grant were complied with, a conclusion is readily reached. The simple truth is that the shocking and wholesale frauds that have harassed New Mexico in dealing with these claims have their origin in the brazen and defiant roguery of the claimant, and not in the intricacy of the cases as presented. I speak from the record. I have personally examined nearly all the claims in New Mexico, and have no hesitation in saying that the whole batch of them could be disposed of in from one to two years by a competent lawyer who would industriously apply himself to the task under the supervision of the Secretary of the Interior. There is therefore no necessity, or even excuse, for a court or commission to pass upon these cases which are such as the officials of the Land Department are accustomed to examine and competent to decide, and involve no greater interests than those constantly adjudicated by the head of that department with the help of his legal advisers.

It is not pretended, of course, that no mistakes would be made by the

Land Department in its decisions. No infallible tribunal has yet been devised for the settlement of legal controversies. Our higher courts sometimes go astray. I have shown what a perfect travesty of both justice and law was the California Land Commission, which was simply a court in its functions, and that the other proposed methods of settling grant titles are no better. Nor do I forget the shameful recreancy of the Land Department itself in dealing with them in past years. But *some* mode of settlement is absolutely indispensable, and the question I am considering is one of alternatives. We are obliged to deal with the problem as the unfortunate facts of the past have made it. "We cannot escape history." The *settlement* of these cases is demanded, and it is the paramount question. So far as the welfare of New Mexico is concerned, it would be better to approve all fraudulent claims, or to reject all valid ones, than to have no settlement at all, and thus prolong interminably the wrangle about land titles which has so long laid waste the territory and made it the paradise of thieves.

In this earnest plea for New Mexico my purpose has been to lay the truth before the country and thus, if possible, to influence public opinion. No subject is more strangely misunderstood or extensively misrepresented than the present *status* of the territory and the facts which explain it. Congress itself has not grasped the question, as I have shown by its legislation respecting these grants in the beginning, and its per-

fectly abortive attempts in later years to undo the mischiefs of its own work. There is no hope for New Mexico save in such a general enlightenment of the people of every section of the Union touching its real condition and its actual needs as shall point the way to its deliverance. It is to this end solely that I have deemed it my duty to present, in the columns of this magazine, such trustworthy facts as I have derived from the official work I have performed relating, especially to the question I have discussed. It is a question of life and death to the territory, while the territory is powerless to help itself. To Congress alone can it appeal for relief, and Congress should not forswear itself by treating this appeal with indifference and implied contempt. The remedy I have commended would breathe new life into New Mexico through the restitution of its stolen domain. The influx of settlers from the states and from the Old World would secure the settlement of its lands and the development of its mineral wealth. Compact settlements and free schools would dispute the supremacy of overshadowing monopolies and hold them at bay, while the rogues and mercenaries who have so long held the territory by the throat, would be sent to the rear. The steadily increasing pressure of population would necessitate practicable methods of irrigation not yet utilized, and thus convert into arable land large areas now used only for grazing. Such, I am sure, would be some of the beneficent results of the panacea I have ventured to prescribe, while the birth of a new state would crown the redemption of a territory.

GEORGE W. JULIAN.

THE MILITARY CAREER OF AN OFFICER IN HARMAR'S
REGIMENT.

1775-1792.

"In the Indian border warfare between 1788 and 1795 a leading figure was that of David Zeigler whose story is typical of that of many of our early German soldiers."* He also "won great praise" for courage and military ability during the Revolution and took much pride in having the best drilled company in his regiment. He began his military career as an officer in Frederick the Great's army and also served in the Russian army in the reign of Catherine Second during the campaign against the Turks, which ended with the cession of the Crimea to Russia. Major Denny states in his "Military Journal" that Zeigler was also at one time in the Saxon service.

Major Zeigler was born at the city of Heidelberg in 1748. At the beginning of the Revolution the Germans were even greater favorites in America than the French officers. "The Seven Years' War made the name of Germany and its great leader Frederick popular throughout the colonies. Town, village and wayside inn displayed the well-known sharp features and high shoulders as a sign, and the 'King of Prussia' was a favor-

ite name for taverns—then of more importance than to-day—on all the high roads between the great towns." When Carlyle was seeking illustrations for his life of "Fritz" he discovered in an obscure print shop a cheap and gaudily colored picture of Frederick the Great which struck him as the best portrait of the King which he had seen. A copy of this picture hung in Major Zeigler's dining-room at Cincinnati. And as the Major, who was as enthusiastic an admirer of Frederick as Carlyle, had seen his hero, probably the historian was right when he gave this special engraving the place of honor in his great work.

Zeigler emigrated to America in 1775, settling in Lancaster, Pennsylvania. He came to this country for the purpose of entering our army, and in June, 1775, was commissioned third lieutenant in Capt. Ross's company of riflemen which was recruited in Lancaster county. President Reed, of Pennsylvania, in one of his letters written while with Washington in Massachusetts, mentions the arrival at Cambridge, escorted by Captain Ross's company, of a supply of powder, an article of which the army was in desperate need. On the 25th of June,

* Rosengarten's German Soldier in the Wars of the United States.

1775, Zeigler was promoted first lieutenant and adjutant of Col. William Thompson's battalion of riflemen. This regiment was more than half made up of Germans and was "the second to enlist for the war under Washington."

January 16, 1777, Zeigler was commissioned first lieutenant of a company in the First Pennsylvania Continental Infantry, and December 8, 1778, was promoted Captain. From his promotion till 1783, the end of the Revolutionary War, he served as Senior Captain in this regiment. The First Pennsylvania Continental Infantry was originally known as Hand's Rifle Battalion in the army of Cambridge, and was composed of militia raised in 1775 by the State of Pennsylvania. The name of the regiment was changed when it was taken into the Continental army in 1776. Hand's Battalion was ordered in 1776 from Massachusetts to the vicinity of New York City. Soon after, April 1, 1776, its Colonel, Edward Hand, was promoted Brigadier-General. James Chambers, who entered the regiment as Captain in 1775, and was promoted Lieutenant-Colonel March 7, 1776, was commissioned Colonel by Congress September 28, 1776, and commanded the regiment till 1781. The rifle battalion, though not taken into the Continental service till July, 1776, held its rank from 1775, the date of its enlistment. The First Pennsylvania was also sometimes called the American Regiment.

It was resolved May 5, 1778, that

Congress approves of Gen. Washington's plan for "a well-organized inspectorship, and Baron Steuben was appointed Inspector-General. Inspectors were appointed for every division and an Assistant Inspector for each brigade." Capt. Zeigler was appointed December 8, 1778 (the same day that he was promoted Captain), Brigade Inspector of the Pennsylvania Brigade, Department of the South.

The First Pennsylvania Continental Infantry distinguished itself at the battle of Long Island, August 20th to 30th, 1776. It was considered an honor to belong to this regiment. The Adjutant-General of the Army said that the valor of the Southern troops (Pennsylvania, Maryland and Delaware regiments) during the battle of Long Island inspired the whole army. Lieut.-Col. Chambers wrote to his wife after this engagement: * "It was thought advisable to retreat off Long Island; and on the night of the 30th it was done with great secrecy. Very few of the officers knew it till they were on the boats, supposing that an attack was intended. A discovery of our intention to the enemy would have been fatal to us. The Pennsylvania troops were done great honor by being chosen the *corps de reserve* to cover the retreat. The regiments of Cols. Hand, Hagan, Shea and Hazlett were detailed for that purpose. We kept up fires with outposts stationed, until all the rest were

* Memoir of Charlotte Chambers by her grandson Lewis H. Garrard. Printed for the author. Philadelphia.

over. We left the lines after it was fair day and then came off. Never was a greater feat of generalship shown than this retreat; to bring off an army of twelve thousand men, within sight of a strong enemy, possessed of as strong a fleet as ever floated on our seas, without any loss and saving all the baggage. Gen. Washington saw the last over himself."

The First Pennsylvania assisted in driving the enemy from Brunswick in June, 1777; opposed the Hessians under Gen. Kinyphausen at Chadd's Ferry, battle of Brandywine, and did good service on June 28, 1778, at Monmouth. The losses of Chambers' crack regiment in the various engagements in which it shared were very great. At the inspection of the First regiment at West Point, October 5, 1779, there were present the colonel, lieutenant-colonel, and major; 5 captains, 9 lieutenants, 2 ensigns, 1 surgeon, 24 sergeants, sixteen corporals, thirteen drums and fifes and only eighty-three privates. Total, 236; enlisted for the war, 232; for three years, 4.

After the battle of Monmouth the First Pennsylvania was with the army at White Plains, West Point and other parts of the country near the Hudson river. July 20, 1780, Gen. Wayne issued the following order in regard to the engagement at Bergen's Point: "A detachment of the First regiment will prevent the retreat of the refugees towards Paulus Hook. Whilst this is performing the artillery will be preparing to demolish the block

houses; every precaution will be used to guard against any serious consequences from up the river; and should the enemy be hardy enough to attempt the relief of this post from Fort Washington, it may add never fading laurels to troops which have always stepped the first for glory, and who have everything to expect from victory, nothing to dread from disgrace; for, although it is not in their power to command success, the General is well assured they will produce a conviction to the world that they deserve it."

Col. Chambers wrote the following interesting account of the engagement at Bergen's Point to his wife: "About the 20th of July Gen. Wayne formed a design of attacking a block house built by the British on the banks of North river, on the point that runs down to Bergen, six or seven miles above that town; and had orders from the Commander-in-chief to bring off the cattle. The General marched the Pennsylvania division down in the night to within a few miles of the place of action, and then in the morning ordered the Second Brigade to take post near Fort Lee, to prevent the enemy from crossing from Fort Washington and falling on the rear of the troops destined for the attack. After making the disposition necessary, my regiment was ordered to advance and commence the attack and to cover the artillery, which was done with unparalleled bravery. Advancing to the abattis, which was within twenty yards of the house, several crept through, and there continued under an incessant

fire till ordered away. They retreated with reluctance. The foe kept close under shelter, firing through loop-holes. Our men and artillery kept up a galling fire on the house, but at last were obliged to fall back as our pieces were too weak to penetrate. There were twelve killed of the First regiment, and four of them within the abattis."

On July 23 Gen. Wayne issued the following highly complimentary orders: "It is with infinite pleasure that Gen. Wayne acknowledges to the worthy officers and soldiers under his command since the 20th inst., that he never saw more true fortitude than that exhibited on the 21st by the troops immediately at the point of action; such was the enthusiastic bravery of all ranks of officers and men that the First regiment, no longer capable of constraint, rushed with impetuosity over the abattis and up to the stockades from which they were with difficulty withdrawn; the contagion spread to the Second, but by the united efforts of the field and other officers of each regiment they were at last restrained . . . The General fondly hopes that the day is not far distant when the prowess of these troops will be acknowledged by the European and American world."

At the period we have now reached the American soldiers were suffering from the want of the comforts and even the necessities of life. October 12, 1779, Lieutenant-Colonel Harmar, Inspector of the Pennsylvania line, reporting the condition of the troops under his inspection wrote: "Their clothing (which

was drawn last fall at Fredericksburg) is now old and tattered, shirts and blankets greatly wanted, and scarcely a good hat in the whole division. The daily and hard fatigue at this post (West Point) must consequently soon render them worse. But notwithstanding all these inconveniences, they are well armed and cut as clean and decent an appearance as circumstances can possibly admit." The condition of the troops, as Harmar foresaw, did grow worse. The men and officers became discontented and at length occurred on January 1, 1781, the mutiny of the Pennsylvania line at Morristown. Even such brave and patriotic officers as Harmar and Butler were nearly in a state of rebellion and uttered their complaints in severe and almost unjustifiable language. About two weeks before the mutiny occurred, Gen. Wayne wrote a letter dated Mount Kimble, December 16, 1780, to President Reed, of Pennsylvania, which puts the actual grievances of the officers and men in a strong light. He writes: "Your favor, without date, inclosing Capt. Zeigler's appointment as state clothier and issuing commissary of state stores, I had the honor to receive a few days since. . . . I have therefore directed Capt. Zeigler to wait on your Excellency with the inclosed returns and estimate of clothing on the presumption that the most effectual means will be adopted to secure a full supply of that essential article and that every exertion will be used for the immediate completion of our quota of

troops. . . . Our soldiery are not devoid of reasoning faculties, nor are they callous to the first feelings of nature; they have now served their country with fidelity for five years, poorly clothed, badly fed and worse paid; of the last article, trifling as it is, they have not seen a paper dollar, in the way of pay, for nearly *twelve* months. In this situation the enemy begin to work upon their passions and have found means to circulate some proclamations among them. Capt. Zeigler will be able to inform your Excellency of matters I don't choose to commit to paper."

An act to take effect January 1, 1781, was passed by Congress reducing the Pennsylvania line to six regiments, and allowing such officers as wished to retire with honorable provision and exemption from various duties. Col. Chambers availed himself of this opportunity to quit the service, after nearly six years of faithful service,* and Col. Broadhead, of the Eighth regiment, took command of the gallant First Pennsylvania Continental Infantry. Broadhead was soon succeeded by Brevet-Colonel Josiah Harmar, who had previously been Lieutenant-Colonel of the Sixth Pennsylvania regiment. The history of Zeigler's military career is from this date to 1791, also, the history of the military career of the first commander-in-chief of the United States army. Harmar was appointed commander of the First, June 6, 1781. After the reduction of the Pennsyl-

vania regiments and the discharge of the men engaged in the revolt, their officers were ordered to different towns in Pennsylvania to recruit. Alexander Graydon tells us in his memoirs that recruiting, drilling and all the drudgery which, in old military establishments in that age, belonged to sergeants, corporals, etc., in the Revolution devolved on commissioned officers, and required unremitted personal attention. It was the general opinion that "men and officers were never to be separated and hence to see the persons who were to command them and above all the Captain was deemed of vast importance. Recruiting was to the officers a very unpleasant business." Zeigler had his full share of this disagreeable work during the seventeen or more years he served in the army of his adopted country.

The Pennsylvania troops were assembled at York in 1781 for the expedition into Virginia under command of Wayne, and on the 15th of May began their forced march. On June 18, they joined the troops under Lafayette and moved towards Richmond, where Cornwallis and the British army lay, and thence on towards Williamsburg, where they were joined by Baron Steuben with some new levies. A smart skirmish occurred near Williamsburg, between the Pennsylvania brigade under Col. Butler and the British partisan Simcoe, and the latter retreated. Soon after Wayne attempted to surprise Cornwallis. The boldness of their commander advanced the Pennsylvania In-

*Memoir of Charlotte Chambers.

fantry "into a position of great danger from which they were extracted by still greater daring." The hardihood of Wayne led Cornwallis to suspect an ambuscade and hesitate in pursuit; otherwise Wayne and all his force would have been taken. The Americans retreated with a loss of 118 wounded and prisoners, including ten officers. At the siege of Yorktown the Pennsylvania troops distinguished themselves under the command of Hamilton. Though Ziegler's name, as he was only a Captain, does not occur in the histories of the Southern campaign, he fought in many of the battles and was a part of the army whose exploits they relate, and the story of Wayne's and St. Clair's and Greene's expeditions is an important part of his biography.

On the 1st of November the Pennsylvania troops commanded by St. Clair began their march for South Carolina. Harmar's regiment reached Gen. Greene's encampment at Round O., January 4, 1782, weary from their long tramp and greatly diminished in numbers. It had taken them nearly two months to march from Yorktown, yet Col. Harmar wrote in his journal, December 9, 1781: "We march too rapidly; at this rate we shall bring but a small reinforcement to Gen. Greene." "Some strength," as is stated in Greene's life, by his grandson, "they did bring, and, as time revealed, much discontent and mutiny."

In regard to the mutiny, Gen. Greene wrote to President Reed, of Pennsyl-

vania, on July 18, 1782, from headquarters, Ashley River: "Our condition has been deplorable for want of clothing until within a few days. Nor has our situation been much more eligible in the article of provisions; what we have had being bad, and frequently without any. I suppose you've heard of the mutiny in the army. The symptoms first appeared in your line and soon communicated itself to the Maryland line. I hung a sergeant and sent off four others, which totally put a stop to it, and never was there a greater change than has taken place among the troops in consequence of it. Not a murmur or complaint has been uttered since. I believe the first mutiny, which happened in your line, originated in too much indulgence; and the froward spirit which arose from it had not been fully suppressed. I wish I may see no more of it."

Harmer's regiment was present at the investment and surrender of Charleston, remaining a year and five months in South Carolina. On the 30th of December, 1782, the six Pennsylvania regiments which were reduced by death and desertions were incorporated into one regiment of six hundred men, under command of Lieutenant-Col. Harmar, who had acted as Adjutant-General since the junction of the troops with Gen. Greene. Harmar's regiment returned to Philadelphia, in detachments, by sea, in June, 1783. They took no part in the mutiny of the Pennsylvania troops which occurred after their return, but guarded the Governor's house

and paraded Market street to reassure the citizens of Philadelphia. "To us," Major Denny says, "who were strangers in our own state, this business (the cause of dissatisfaction) was unknown."

On the 3d of December, 1783, the American army, except a few men under a Captain at Fort Pitt, was disbanded by proclamation of Congress. The disbandment of the army was soon followed by a resolution of Congress providing for the raising of a regiment for service on the western frontier. The regiment was to consist of 10 companies of seventy men each, portioned as follows: Pennsylvania, four companies and Lieutenant-Colonel commanding; New Jersey, one company; New York, three companies and a Major. The states made the appointments in the first instance which were confirmed by Congress.

The officers of the new regiment had all served during the Revolution. Col. Harmar was in France, where he had been sent on business connected with the ratification of peace, when Congress resolved to raise the regiment, but the command was reserved for him, and the Pennsylvania appointments not made till he returned, for he was esteemed for his "high military reputation and character for vigilance and discipline." Denny says that "Gov. Miflin at this time was president of Congress and very popular in Pennsylvania and Harmar's great friend; but the Colonel's character as a military man stood high; the regiment he brought from the South eclipsed everything."

The officers who served under Harmar seem usually to have become his warm personal friends, and retained their intimacy with him and his family till the end of their lives. This was certainly true of Maj. Zeigler. Harmar is described as "tall and well built, with a manly port, blue eyes and keen martial glance. He was very bald, wore a cocked hat and his powdered hair in a cue," and had the "grace, the dignity and scholarship of the old school."

Zeigler was commissioned Captain in the First regiment, August 12, 1784. Before September his company and the three other Pennsylvania companies of recruits were nearly full and encamped on the west side of the Schuylkill. The four companies marched in September for Fort McIntosh, twenty-nine miles below Pittsburg, General Harmar joining them at Fort Pitt. The officers stationed at Fort McIntosh, though living far from the centre of civilization, were not wholly deprived of comforts or of pleasure. Their table was supplied with delicacies which they could not always obtain in their Eastern homes. However, they no doubt grew tired after a time, of these dainties of the wilderness and would gladly have exchanged their wild birds or venison for a roast from a butcher's shop or a barn yard fowl. They enjoyed themselves very much hunting and fishing, nevertheless. The woods were alive with a great variety of game and the rivers full of the finest fish. In the proper season the earth was luxuriantly covered with wild strawberries. Rich

cream was not lacking, and they had both it and the berries in such abundance that they were almost surfeited with them.

The officers were many of them very polished and agreeable gentlemen, accustomed to all the luxuries and elegances of life in Philadelphia and other large towns of that day. Some of them had visited European cities and had first met there or renewed their acquaintance with the foreign officers who served in our army. A typical officer of the First regiment was Dr. John Elliot, who though not stationed at McIntosh, served as surgeon of the regiment after it was stationed in the Northwest territory. Dr. Drake gave the following account of Dr. Elliot in his *Discourses on Early Physicians of Cincinnati*: "Dr. John Elliot came out with St. Clair. He was stationed here at various times and was disbanded with the regiment to which he belonged in 1802. In the summer of 1804 I saw him in Dayton, a highly accomplished gentleman, with a purple silk coat which contrasted strangely with the surrounding thickets of brush and high bushes." He died in Dayton in 1809, and was buried with military honors, Capt. James Steele's company of light dragoons heading the funeral procession.

Harmar's regiment in the Continental army was sometimes called the "American" and he also named the First U. S. Infantry the First American regiment, to indicate that it was under the direct control of Congress, for he knew and dreaded the difficulties and discouragements

under which a commander of state militia labored. It was Harmar's ardent wish, as he said in 1788, that a new government might be speedily adopted and that all state affairs as far as the army was concerned might cease. He thought that the people of the United States might then hope for order and regularity. He wrote the following in the same vein to Gen. Knox from Fort McIntosh, July 1, 1785: "Sir, the cockade we wear is the union (black and white). Perhaps it will be necessary to have a national one, if so, be pleased to send me your directions about the color; and if you should approve a national march (without copying French or British) I should be glad to be instructed."

The first American regiment was enlisted for one year, and in the fall of 1785, the time expired. Seventy effective men were re-engaged and the rest discharged; officers who were willing to remain in the service were retained. An act of Congress passed April 7, 1785, reduced the pay of officers, and there was naturally a good deal of discontent and grumbling, but a number were nevertheless willing to "remain on the establishment" after the reduction. A Captain's pay in the U. S. A. was \$604 in 1784; \$420 in 1785, and \$530 in 1795. The officers who consented to continue in the service in 1785, except those in command of the re-enlisted men, went East to the states of which they were citizens to recruit. The new company formed of the old soldiers was ordered to the mouth of the

Great Miami where, on the site of North Bend, they built Fort Finney, named for their commander. The day after they left McIntosh, "a very pretty-looking company," commanded by Capt. Doughty of New York, arrived at the fort. They were afterwards marched to the Muskingum where they built Fort Harmar.

Zeigler was one of the officers who went to Pennsylvania to recruit. October 6, 1785, as we learn from Buel's journal, Zeigler's, Hamtramck's and Strong's companies of recruits were stationed at West Point. Major Wylls arrived November 17th from New York with orders for the troops to march immediately for the West. They rested four days at Fort Pitt and arrived at McIntosh in December. On the 4th of May, 1786, Zeigler's and Strong's companies embarked from McIntosh for the Muskingum, arriving May 8th, and encamping in the woods a little distance from Fort Harmar not then completed. May 10th they left the Muskin-

gum for Fort Finney. May 18, as Major Denny records, Zeigler's company of seventy men, Lieut. Beattie, Dr. Allison and the Major from Connecticut who was in command, arrived at Fort Finney. In July of this year, evacuating Fort Finney, at the mouth of the Great Miami, Zeigler's and Major Finney's companies built a small fort which they also called Finney at the Rapids of the Ohio to protect the inhabitants from the Indians. In January, 1787, Zeigler's, Doughty's, Strong's and Heart's companies were at Fort Harmar, "officers and men in close quarters." Ferguson's company of artillery was at McIntosh; Hamtramck, McCurdy and Mercer had put up quarters after their duty of guarding surveyers ended, at a place which they called Fort Steuben about thirty miles above McIntosh; another company, commanded by Capt. Bunbeck of New York, was at West Point. The little army was widely scattered till 1790, when the Indian troubles began.

MARY D. STEELE.

(To be continued.)

EX-SENATOR J. N. CAMDEN, OF WEST VIRGINIA.

JOHNSON M. CAMDEN is a native West Virginian, having been born in 1828 in Lewis county, in what was then known as Western Virginia, being that portion of Virginia lying west of the Allegheny mountains. His ancestors were of English descent. His grandparents came from Maryland, into what was then the wilderness of West-

ern Virginia, at the beginning of the present century.

Mr. Camden's life from boyhood has been full of activity and enterprise, and has been devoted almost exclusively to the development, growth and prosperity of his native state.

His youth was spent in the hardy enjoyments of pioneer life in a country

abounding in game, and his reputation with the rifle while still a boy is well remembered by his associates. His education was such as the schools of that section afforded, and at the age of seventeen was appointed a cadet to the U. S. Military Academy, where he remained two years when he resigned and returned to his home, studied law and was admitted to the bar at the age of twenty-one, becoming State's Attorney for Braxton and Nicholas counties. Having a practical knowledge of surveying and civil engineering, he devoted a considerable portion of his time at this period to surveying and identifying the numerous unsettled titles to large bodies of land in that section of Virginia. The writer has heard him say, that at this period of his life what is now the state of West Virginia was the most interesting country he has ever seen. It contained less than 100,000 population west of the Alleghenies, without a mile of railroad, and at the age of twenty-two he assisted as one of the engineers in locating the third mud turnpike road in that territory. The wide knowledge of the country and insight into its resources gained thus early in life impressed him with its resources and value when developed, and inspired in him an ardent desire for its progress, which has since made him a leader in most of the enterprises in his state.

Mr. Camden's disposition and fondness for active life soon led him to abandon the practice of law and engage in such pursuits as the growth of

his state made most available. His most important successes commenced with the discovery of petroleum in his state in 1859-60. He was among the first to realize the great value of this discovery, and to take advantage of the opportunities presented on a large scale by purchasing territory, and engaging in all branches of its development and manufacture. His relation to the oil interests soon led him into a connection with the Standard Oil Company, and made him a prominent member and director in that organization for some years.

Since the formation of the State of West Virginia in 1862, Mr. Camden has perhaps been identified more closely with its history and growth than any other man in the State. Parkersburg, his home, owes to him much of the thrift and enterprise which has converted it from a village into the second city of the state. He became president of its First National Bank organized in 1862, and has continued its president to this time, besides being interested in other banks in the state.

Among the public improvements organized and largely due to his exertions, are the Ohio River railroad, two hundred and fifteen miles in length, extending from Wheeling to the Kentucky line; the Clarksburg & Weston railroad; the Weston & Buckhannon railroad. He is also interested with ex-Senator Davis in the West Virginia Central railroad, and is now engaged in projecting other roads through the interior of West Virginia, and the devel-

opment of its coal and mineral resources, which will add largely to the growing importance of his state.

Mr. Camden is amongst the wealthiest men of his state, and it is said of him that he always backs his enterprises with his own money, an important consideration in securing the confidence of capital.

In politics Mr. Camden has always been a Democrat, and, although not a politician to the extent of giving much of his time to politics, yet from the formation of the state of West Virginia he has been a conspicuous leader in his party of more than state reputation.

In taking an active part in the repeal

of the disfranchising laws and test oaths as a qualification for office in West Virginia, which followed the close of the war, he twice became the candidate of his party for Governor but was defeated. He has since served a term in the United States Senate. During his service in the Senate he introduced the "long and short haul" amendment which was incorporated into the Interstate Commerce bill.

Mr. Camden's liberality and fidelity to friends is a conspicuous element in his popularity and influence, which is not confined alone to his own political party. He is still in the prime of life.

THE REPUBLICAN NOMINATING CONVENTIONS OF 1856 AND 1860.

THE history of the formation of the Republican party in 1856 would not be complete without an account of the nominating conventions which followed the preliminary convention of February, 1856, of which an account has been given in the number of this MAGAZINE for December, 1887. The nominating convention of 1856, was the natural sequence of the convention of February 22, 1856, having been called by it; and as the nomination of 1856 proved to be merely a forerunner, and was not successful, the formation of the party can not be said to have been complete until 1860. The party did not spring into successful existence at once, like Minerva from the brain of

Jove, full-orbed and full-armed, but had its infancy to go through before it attained to maturity.

Its infancy, however, was very remarkable for the great triumphs which attended its first efforts. In all the Northern states, except Pennsylvania, it attained the functions of maturity in a very short time, and in very nearly all of them it was successful in 1856. In the Southern states, of course, it could not expect to find the elements of action that lead to success. The "slave-power" was too strong to permit even those who thought alike to act together: and in Pennsylvania, notably, it had succeeded in building up factions whose sole function seems to have been to dis-

tract and prevent the cohesion of parties that otherwise would have been attracted together. In Indiana, too, the southern part of which was settled from the South, this same "slave-power" was effective for the time being; and the same was true, to a limited extent, of Connecticut and New Jersey, which both felt the annoying fear of losing a valuable "Southern trade." But in New York (outside of the city), in New England, Michigan, Ohio, Illinois, Wisconsin and Iowa, the anti-slavery feeling took firm hold from the start, and made ultimate victory possible, by so nearly attaining to it at the first.

The first nominating convention was held at Philadelphia, June 17, 1856, the anniversary of the battle of Bunker Hill. It was held in what was then known as the "Musical Fund Hall," a large hall, for that time, on Fourth street, south of Market. It would be considered a small hall now, but it was sufficiently large to hold even the large crowd that then gathered in it. It was not the fashion in that early day to attend National Conventions in immense bodies. That fashion was set first, at the Chicago convention that nominated Lincoln in 1860.*

I am not positively sure as to the method of selecting delegates to this

*It was in the close neighborhood of this hall that Prof. Catto, a colored man was murdered on election day in October, 1871. This was the first election in which the negroes participated in Pennsylvania, and he found his martyrdom near the spot where the party of his enfranchisement first presented national candidates to the American people.

convention; but my conviction is that it was mainly by state conventions. It was that way in Pennsylvania, I know, and I think all the other states pursued a similar plan.* There was no rush for seats in that convention. There were no candidates specially before the people for nomination, and but few were talked about in that connection. Presidential timber may have been sufficiently abundant, but it was not known as such, and the chance of election was not brilliant enough to make it manifest. The main object in view was to select good, faithful and well-tried men as delegates, and trust everything to their judgment after a full conference with each other. Hence it was as easy, perhaps easier, to choose such men by state conventions as by the more popular method of district conventions. The delegates were not chosen for their preferences, as between men named as candidates, but for their trustworthiness in deciding what was best to be done; and like all bodies chosen without a definite person in view, it was a body to be swayed at last by an impulse, and to be led easily into nominating a man whom few of them knew anything about, and of whom they hoped rather than expected

*Pennsylvania elected three delegates from each district, and six at large, and I presume that in this she merely followed the course adopted in other states; in voting, I judge from the total vote cast, that every delegate cast one vote. In 1860 (and in all subsequent conventions), the delegation from each district was cut down to two, and four at large from each state.

great things. The nominee who was chosen as the first leader of the Republican hosts was never able afterwards to maintain his place in the lead. He is still living, and a man worthy of high regard; but his subsequent inability to get anywhere near first place again proves that he should never have been put there. Many a young enthusiasm found its first rallying point around the name of Fremont, but it was an enthusiasm for the principle at issue and not for the man. He was nominated, as I have said, by an impulse; and it was an impulse that died with the occasion.

The only other name mentioned that had any prominence, was that of John McLean, of Ohio, at that time Associate Justice of the United States Supreme Court. He was a man of unquestioned ability, of great purity of character, and with a name familiar to the public ear, but his judicial career had not permitted him to take any part in politics; and honest, upright and high-minded as he was, his position on the burning question of the hour was guessed at rather than known. This was the unavoidable consequence of his position. He could not speak except upon the bench; and that bench had not then given him the opportunity. Those who knew him well and associated with him intimately had no doubt of his political position; but a judge of the Supreme Court of the United States has not the means of knowing many men either well or intimately. Hence the masses of the people had no chance to become

well acquainted with his position, politically. There was the press, I may be told, through which he could speak if he wanted to. True: but there was an old-fashioned notion, at that time, that it did not become judges to seek political notoriety or prominence, and I am inclined to think that Judge McLean was himself fully imbued with that notion.* The interviewer had not then

* Judge McLean, I feel sure, did not relish his position before the country as a seeming candidate for the nomination. However willing he may have been to be put forward as the Republican candidate, he must have chafed under the discussion his name, and claims, and position had to undergo. This was shown on the second day of the convention, before any names had been presented for consideration, when Rufus P. Spaulding, of Ohio, rose and presented a letter from him directing the withdrawal of his name, should it be presented. I did not see the letter, as it was afterwards taken back; but it was read and created consternation among those friends who wanted to vote for him. Thaddeus Stevens, of Pennsylvania, immediately arose and said that this letter was embarrassing to the delegation from that state. It had met and resolved, with an approach to unanimity, to support McLean. [Three of the Philadelphia districts had voted for Fremont, at a meeting of the delegation, but had afterwards changed to McLean. The Clarion and Erie districts voted respectively for Fremont and Seward.] He therefore asked opportunity for consultation among the delegation, as well as for a chance of conference with other delegations. This was granted; and the result of a conference with the Ohio delegation was that, when the convention re-assembled, Mr. Spaulding withdrew the letter of withdrawal, and Mr. McLean was left before the convention a candidate. But it was against his own judgment. He was wise enough to see that he was not likely to be the choice of the convention.

been invented; and if he had been and had sought an interview with the judge, he would have been repulsed with a calm and respectful but crushing official coldness. The judge expected to be taken, if taken at all, on faith; and I have always thought it was a great pity the faith of the convention was so weak at this particular point. His nomination might not, probably would not, have succeeded; but it would have given dignity to the campaign and would not have left any regrets behind it.

The reasons urged in discussing this nomination were not of the most exalted nature, so far as the friends of either were concerned. On behalf of the judge it was urged that, as he was a Methodist, his nomination would naturally bring the members of that church to his support, which, if it had been true, would have been a strong reason to those demagogically inclined. The same, or a similar reason, was afterwards urged in the case of Garfield, but the results expected failed to materialize. On the other hand it was contended that Fremont, being the son-in-law of Benton, his nomination would bring Democratic support from where it was most needed. This, too, was a demagogical argument, and failed to exercise any weight. The point that settled the question in his favor was the glamour of romance that hung about him as a fearless explorer. He was besides a young man, fresh and vigorous, and that went a great way; and he had been on free-

dom's side in the contest against slavery in California. Whatever he might be personally, people could see distinctly where he stood. With some, possibly, there was an idea that, having been in California and engaged in mining, he was, or might be, a rich man; and however unworthy that idea becomes when a man holds it up to the light, it is an idea that insidiously works its way into many minds. At any rate, whatever enthusiasm the occasion was capable of evoking, rallied instinctively around the young, fresh, active and vigorous man rather than around the staid, solid, respectable and judicial man. The one had youth, nerve, dash and activity about him, and he might prove a genius in political affairs; the other had an honored name and a solid character, but was compelled to keep a closed mouth; and, as in most cases of a similar nature, age and solidity had to give way to youth and supple vigor. I do not say the choice was not a good one; I am only trying to tell what sufficed to bring it about.

The delegates were chosen in nearly all the states some time in advance of the convention; but in Pennsylvania, although there was a nominal Republican state organization, the state convention was not held until the day before the national convention. This was because state organization was merely nominal up to that time. It was honeycombed throughout with Know-nothingism. Out of 33 members of the state convention only 7 were really Republicans. The rest were "Americans,"

forced on to the committee in 1855 to carry out a Knownothing scheme to control a state nomination. Hence the state convention of June 16, 1856, was not a delegate convention but a mere mass gathering of Republicans then on the ground. There were enough of them present from all parts of the state to make it in a representative gathering and to snatch the organization from unfriendly hands. This convention elected a full delegation to the National convention; but the opposition to the Democratic party in the state was so cut up in warring factions that this gathering did not undertake to nominate either a state or an electoral ticket. This proved afterwards to have been a lamentable and fatal mistake; but, as things stood, the convention seemed to have no other alternative. It was called for but one purpose—the election of delegates to the National convention, and it confined itself to that one duty. The attendance upon the state convention was not large, and some parts of the state were not largely represented. That portion of it east and south of the Susquehanna and west of the mountains was well represented; but from the middle of the state the attendance was sparse. There was, then, in fact, no local Republican organization in the central part of the state.

Of the men chosen to represent Pennsylvania in this convention, I recall the names of Thaddeus Stevens; his colleague from Lancaster county, James Black, who has since been a

Prohibition candidate for President; Henry C. Carey, of Philadelphia, the celebrated political economist; Joseph Ritner, Governor from 1835 to 1838; William Elder, David Wilmot, Passmore Williamson, and John Allison. Philadelphia was well represented, but it was mainly by the Quaker element. The mercantile men held aloof; some of the aristocratic old line Whigs went over to Buchanan, and all the papers but the *North American* were hostile. Thaddeus Stevens and John Allison, who had both been in Congress, were intimate associates of Judge McLean at Washington. They boarded at the same house with him, and as it was the custom at Washington then to form "messes" among the boarders, these two were together in the same "mess" with Judge McLean and hence intimately associated with him. They were his warm friends in the convention, and Stevens especially was active in urging his nomination. The speech made by Stevens in favor of McLean made a lasting impression upon me. It was not an advocate's speech, but the pleading of one who thought the fate of the new party was bound up in his candidate. The close of his speech was notable for the pessimistic view he took of the situation. If McLean were nominated the new party might have hopes to live; if not, it might as well gather up its feet and give up the ghost. I do not think he thought success probable (however possible it might be) with McLean; but with any one else it was impossible, in his view. But the convention was not inclined to

heed these wailings of a political Cassandra. The party was new and young and it had the stirring impulses of the young behind it. Its fate was not bound up in any man and if influenced by Stevens at all, it was by imbibing from him a still more sturdy determination not to be held back by the croaking of any one.

Nearly the whole Pennsylvania delegation stood behind the back of Mr. Stevens, in support of McLean, and so, I think, did the Ohio delegation. Mr. Giddings was the most active in this delegation, and he became so excited in advocating McLean, that at one time he was seized with a sudden syncope and fainted away in the arms of his friends. He was soon revived, however, showing that it was merely a faint, but he was the most determinedly earnest man I ever saw in a convention.

The active New York men were Thurlow Weed, Simeon Draper, James Watson Webb, John A. King, Preston King, Philip Dorsheimer and E. D. Morgan. It was Weed who fathered the movement for Fremont, and I have never been able to eradicate the idea from my mind that a tinge of demagogism seemed to color his action. Probably he was not conscious of it and may have had the notion that Fremont was capable of exciting a great deal of popularity, and that the party needed an element of that kind in beginning its career. He and his New York colleagues were the active promoters of Fremont's nomination, and none of the arguments cited seemed to have any weight with

them. The convention evidently were impressed by the more hopeful and optimistic views of the New York delegation, and when the vote came to be taken it resulted as follows :

Fremont	359
McLean	196
Banks	1
Sumner	2
Seward	2

When it came to the Vice-Presidency, there was a general scramble. First, some one named Wm. L. Dayton, of New Jersey; then John Allison, of Pennsylvania, named Abraham Lincoln, of Illinois, and Mr. Archer and Gov. Palmer of that state, joined in urging his selection. To show how the public mind ran, let me cite the fact that Mr. Spaulding, of Ohio, when Mr. Lincoln's name was mentioned, asked, "Will he fight?" "Yes," promptly answered Mr. Archer, and that seemed to satisfy every one, if any one had any doubt on that point. I fancy, however, that Old Abe would not have been much in a personal scrimmage, and that was what Spaulding's inquiry pointed to; but he afterwards proved, like the ancestor of the late President of France, a splendid organizer of men who could fight. After Lincoln and Dayton had been named, nearly every state presented a candidate of its own; but after the ballot had proceeded a while, it became so apparent that Dayton would be nominated that Lincoln's friends requested every one to vote for Dayton, and consider Lincoln's name as withdrawn. The vote resulted as follows :

Dayton	239
Lincoln	110
Scattering	121

Lincoln had become known by his debate in 1854 with Douglas, and this undoubtedly caused the strong vote for him. But he was reserved, by Providence, for a higher place.

Of the *personnel* of the convention beyond those I have named, there were few whose names I can now recall. Indiana sent John D. Defrees along with H. S. Lane; Michigan sent Chandler and Christiancy; Virginia, John C. Underwood; Connecticut, Gideon Welles; and Ohio, Gov. Hoadly, along with Carter and Spaulding and Giddings. The temporary chairman of the convention was a man not known to this generation much, but well-known to those of the last. The convention was called to order by Gov. E. D. Morgan, of New York, who presented as temporary chairman, Robert Emmett, of the city of New York. Mr. Emmett was a son of Thomas Addis Emmett, the celebrated Irish patriot, and had removed to New York after the martyrdom of his father. He had been, he said upon taking the chair, a Democrat for fifty years, but the repeal of the Missouri Compromise, the greatest crime of the age, had driven him out of that party, to find a political home in his old days among those who were now rallying to protest against that outrage. He was a gentleman of the old school, and the convention was fortunate in having him for a presiding officer.

The president of the convention was Henry S. Lane, of Indiana, a long, lank, rawboned man, who gave but poor promise in appearance of possess-

ing any talent; but the moment he opened his mouth the people knew him for an orator. He was a man of the Henry Clay stamp, full of natural eloquence, and his short speech on taking the chair so carried away the eastern men who were taken completely by surprise, that they burst into a spasm of noisy enthusiasm. He came near, however, putting the fat in the fire when he sat down, for his first act was to lay his heavy cane on the table, tilt back his chair and elevate his feet so as to confront the audience with them as he asked: "What is the further pleasure of the convention?" Eastern propriety was at first shocked, and then amused; for the whole eastern part of the convention broke into a quiet laugh, and settled down to the conviction that it was a mere specimen of the western spirit of freedom. The western delegates were too familiar with such things to be astonished. His splendid burst of oratory was a full atonement for any subsequent roughness.

The platform of the convention was not long, but it was terse, plain, and easily understood. The chief plank was that on the slavery question, and it was very brief. It was as follows:

"That the Constitution confers on Congress sovereign power over the Territories of the United States for their government, and that, in the exercise of their power, it is both the right and the duty of Congress to prohibit in the territories those twin relics of barbarism, polygamy, and slavery."

This is the first place in which I

can find the use of the now celebrated phrase, "those twin relics of barbarism, polygamy and slavery;" although I have a faint impression that it was used before in one of the speeches of Charles Sumner. If not, this is the original occasion of its use; and one-half of the earliest work of the Republican party is still undone while polygamy is able to raise its ugly head. The other resolutions denounce the violence then prevalent in Kansas, endorse the Pacific railroad (then still unbuilt), approve a liberal river and harbor bill, and invite men of all parties to drop all other issues and rally to the support of the cause of freedom. This last resolution was so artfully worded as to be construed by some into a *quasi* endorsement of Knownothingism, but this interpretation having been disavowed, the resolution was allowed to stand, as read. The real fight of that campaign was made upon the resolution given above.

Why was not the nomination of this convention successful? Was it because of the nominee, or of the platform? Of neither. It was because a majority of the people had not yet been convinced of the iniquities of the "slave power." In New England, and New York, and in the West the feeling was ripe for a radical change; but in Pennsylvania, lying contiguous to Delaware, Maryland and Virginia, with intimate and large commercial relations with the South, it was different. Passing frequently, as I did, between the East and West of this State it did not take

long to perceive that while every county west of the mountains was alive with enthusiasm for Fremont, the moment you got over the mountains into Eastern Pennsylvania, there was a change in the political atmosphere. There were Fremont men to be found everywhere, but there was no feeling, no enthusiasm for him; and when you came to Philadelphia, there was a chill in the air like that which follows a hailstorm. The instincts of trade were too active and strong, and men who made their living and their wealth by Southern traffic could not be expected to fight their own bread and butter. It was not until the war broke out and Southern trade dropped off, that this element became free enough to feel and speak out; and of all the votes against Buchanan in Philadelphia, in 1856, but 5,000 were for Fremont. He was among the "scattering" in that city at that time. The old Whigs were a few of them for Buchanan, but the bulk of them were for Fillmore; and this was the case, though not so largely in the eastern part of the state. This opposition to Democracy found its outlet in "Americanism" and it did not get away from it fully until 1861. The State organization, consequently, was not "Republican" but was a conglomeration of the various American factions with the Republicans. This union of factions under the name of the "People's Party," won in 1858, 1859, and 1860, and was given up finally in 1861. When the Republican National Committee met in New York

in 1859 and 1860, I, in common with a well-known and representative "American" waited upon it with a request from one Conglomerated State Committee, to ask it to specifically invite the "People's Party" of Pennsylvania to send delegates to the Chicago Convention. They acceded to our request; the call was so framed; and the "People's Party" State Convention held at Har-

risburg in 1860 elected a full list of delegates to the Chicago Convention. It was this divided and distracted condition of the opposition in Pennsylvania which rendered it impossible to carry that State for Fremont in 1856, and without Pennsylvania it was then impossible to elect him. But this was not all.

RUSSELL ERRETT.

(To be continued.)

REMINISCENCES OF THE THIRTY-SIXTH AND THIRTY-SEVENTH CONGRESSES.

BY JOHN HUTCHINS, OF THE THEN TWENTIETH OHIO DISTRICT.

II

WHEN the House met December 7th, Mr. Kellog, a Republican from Illinois, obtained the floor for a personal explanation and caused to be read, from the New York *Tribune* of December 6th, an extract, the material part of which is as follows:

"The action to-day.—The country must not hold the Republican side of the House responsible for the cowardly performance of to-day. It was the act of a very few fossil Whigs, who are only varnished with Republicanism sufficiently to get into Congress. Mr. Ohio Stanton's motion to adjourn was voted down 150 to 113, only one Republican voting with him. Mr. Illinois Kellog's motion to adjourn, which prevailed by the help of the entire Democratic and South American vote, was condemned by two-thirds of the Republicans but

couldn't be beaten. Had the Republicans sat still in their seats and allowed Missouri Clark to ventilate fully his ignorance and his stupidity with regard to 'Helper's Impending Crisis' and then insisted on calling the roll, and so persevered till midnight, if necessary, Mr. Sherman would pretty certainly have been chosen Speaker on the third ballot. Now the election may be made to-morrow and it may not this month."

H. G.

Mr. Kellog then in substance said that it was the position, the false position, occupied by Mr. Greeley in the Republican party, that induced him to notice the article signed by him. He said that it was due "when a member is villainously attacked in newspapers" to make such comments as he thinks his position demands. He then claimed

that he had "some knowledge of the tactics of the distinguished gentleman who assumed to direct the destinies of the Republican party," and referred to his planning in Illinois and elsewhere; that Mr. Greeley favored the election of Mr. Douglas, a Senator from Illinois, and criticized severely his course and said "he had once some *ism* or principle, just enough to get into Congress, and he has just got out and, thank God, he will never get in again." Mr. Kellogg then claimed that he favored an adjournment "to enable him to examine the compendium and the book, which he had done, and used the following language: "I have examined the book, which has been published and got up since that recommendation was made, and I find it in many positions utterly indefensible, utterly at war with Republican doctrines, utterly at war with the great principle which has brought into being within the last three years, the strongest political organization of our country. I would be recreant to my trust and duty as a representative from Illinois, if I did not deny it and denounce it upon this floor, and I here declare that the publication of that compendium is a cheat upon those whose names appear signed to the recommendation, and a fraud upon the Republican party." Mr. Kellogg avowed himself in favor of excluding slavery from the territories, our common heritage, for to make liberty free would shackle slavery.

This personal explanation brought on a discussion between the anti-Le-

compton Democrats from Illinois, and Mr. Kellogg, but it was soon absorbed in "Helper's Impending Crisis."

At this time the breach between the Democrats of the free states and the Democrats of the slave states had not occurred. Mr. McClernand obtained from Mr. Kellogg a more specific charge against Mr. Greeley than was contained in his speech and it was in these words: "I charge that Mr. Greeley was again and again with others in consultation in the parlor of Judge Douglas, planning and scheming in the election of Judge Douglas to the Senate of the United States from the state of Illinois."

To this charge Mr. McClernand in substance stated, that if such a conversation occurred in the parlor of Judge Douglas, as Mr. Kellogg charges, how came the gentleman to know it? As to the political aspect of the charge Mr. McClernand said: "I do not believe it to be true, although I cannot pronounce upon it from a personal knowledge of its truth or untruth. It is passing strange, however, if Mr. Greeley was favorable to Judge Douglas' re-election, that he should have taken so active and conspicuous a part as he did against Judge Douglas in regard to the election."

Mr. McClernand spoke of the Democracy of Illinois as standing true to the Constitution and the Union—the whole Union; that they knew no difference between the North and the South, and that they are true to the teachings of Webster and Clay and opposed to Abolitionism and Sectionalism; and

speaking of the question before the House, the election of the Speaker, he said: "The question before us at this time is, whether we shall elect a Speaker standing upon a national platform, or upon a sectional platform; and so the issue will be interpreted by the country. As for myself, I am for the man who stands upon a national platform, whose heart beats responsive to the interest of our whole country, and who would stay aggressions, whether upon the South or North, and who would regard the Union as the ark of political safety. In one of the candidates we have before us—in Thomas S. Bocock—I recognize a man answering to these conditions, filling this measure, and I am for him."

Mr. McClernand then pronounced an eloquent eulogium on Senator Douglas, who was a prominent candidate for the Democratic nomination for the Presidency.

Mr. McClernand then stated that Wm. H. Seward, one of the most distinguished leaders of the Republican party had proclaimed an irrepressible conflict between the free states and the slave states, and that conflict must continue until one or the other shall be exterminated, and then said, "How different the teachings of the Fathers of the Republic! They taught very opposite doctrines. They taught that the very difference in the employment of the people of the different states would but contribute to strengthen the Union, and perpetuate it. The very preamble to the Federal Constitution ignores the

abominable heresies thus proclaimed by William H. Seward. It declares that the Constitution was established to effect a more perfect Union, to secure peace, to establish justice, etc. Whose teachings shall we adopt? Those of the great high priest of the Republican party, or those of Washington and Franklin, and Hamilton and Jay?"

Mr. Alfred Wells, a Republican from New York, obtained the floor and claimed that the House was without rules, and, after making appropriate remarks, in conclusion said: "In the meantime, let us take our faith in our principles by an appeal to the Father of all, asking for that protection and guidance, which all who witnessed the scenes of yesterday must know we all need." He then offered the following resolution, which he hoped would bring down the blessing of the Almighty upon the deliberations of the House and which was unanimously adopted: "Resolved, That until the House shall be organized by the election of Speaker, the clergy of the city of the various religious denominations, be respectfully requested to open the daily session of the House with prayer, and that such of the clergy as shall accept this invitation officiate on each day in alphabetical order."

Mr. Isaac N. Morris, an anti-Le-compton Democrat, then obtained the floor and made a few remarks, discrediting and denying the charge of Mr. Kellog, his colleague, as to Mr. Greeley and Senator Douglas, and deprecated the discussion that had

arisen on the slavery question, and urged the necessity of an organization of the House, in the following well-chosen words: "I have not intended, no matter what issue might be presented, particularly at this stage of our proceedings, to enter into any general discussion. There is a good deal of ill blood in the House. Members are easily excited. I believe it is time to organize, since it may be if these exciting discussions are to be continued, that unpleasant if not fatal consequences will ensue. A few more such scenes as we had on this floor yesterday, and we will hear the crack of the revolver and see the gleam of the brandished blade. Who desires that state of things? Had we not better be a little more conservative in our tone and temper? I think the discussion pertaining to the matters which have been brought before the House, is entirely out of place. I did not agree with the gentleman from Virginia, Mr. Garnett yesterday, when he said he would talk and talk at all hazards, because I think this talking is calculated to do no good. In other words I believe it is calculated, or will eventuate, in kindling the fires of sectional discord, and cause them to burn still more and more intently." He concluded by offering a resolution that no debate should be allowed in the House until after its organization, except that any member might interrogate candidates upon questions of public concern, and that candidate might respond thereto. Mr. Garnett, of Virginia, objected, and then

took the floor and continued the debate on Helper's book, criticizing it and those who recommended its circulation and charging the Republicans of the North with the intention to interfere with slavery in the slaveholding states. He charged the Republicans with a purpose to hold the Southern people to the yoke, and organize territory after territory into which no Southern man shall be permitted to go with his property. He then told the Republicans what they must do or the Union would not continue. A single quotation will show the tenor of his demand: "You must go home to your people and must put down this Abolition spirit. You must repeal the laws with which you have polluted your statute books to nullify that provision of the Constitution which protects the value of our slave property along the borders; for we do not mean to stay in the Union until you have converted the border states into free states, and so demoralized and enervated our strength. You must pass laws at home condemning and subjecting to the hands of justice the men who advise and the men who plot and the men who engage in these insurrectionary attempts. Unless you do pass such laws, unless you do put down this spirit of Abolition, the Union will be short; and it is for this reason that I am glad the gentleman from Missouri offered his resolution."

At the close of Mr. Garnett's speech, Mr. Lucius Q. C. Lamar, of Mississippi, obtained the floor and made an able and eloquent speech from a purely

Southern standpoint, which was respectfully listened to by all parties. A few extracts from his speech will show the demands of the Representatives of the slaveholding states in this Congress. Mr. Lamar said: "The gentleman from Ohio (Mr. Sherman), the recognized organ from that side of the House, complained that we had brought this question needlessly before the House. The gentleman from Indiana (Mr. Kilgore), in an attitude and manner of offensive defiance, denounced the resolution of the gentleman from Missouri as a firebrand upon this floor, and still another gentleman (Mr. Palmer), with a classic elegance of language characteristic of his style, and with a refinement of manner peculiar to himself, spoke of it as lugging the negro into the House, and said that he must be put out. Other gentlemen (and one from New York) asked in a tone of triumph who is to blame for this agitation, who does the fault rest upon? From every one on that side we hear the language of reproach, remonstrance and rebuke of Southern men for rising and expressing their sentiments in relation to the treasonable doctrines of that circular. (Helper's Compendium.) Now, sir, I wish to submit a few remarks by way of vindicating Southern Representatives from the charge of needless agitation upon this subject. Scarcely six weeks have elapsed since a foray was made upon a sovereign state of this Union by a band of lawless, desperate men, fresh from the scenes of bloodshed, arson, murder

and treason in Kansas, of which it has been the seat. A public armory belonging to the Federal government is seized; Southern citizens—innocent, law-abiding citizens, attending to their ordinary business,—are shot down like dogs in the streets in a Southern town; Southern soil is polluted with the blood of traitors to the State and to the Union. After being taken prisoners their correspondence is laid before the country; the face of that correspondence shows that the leader of these blood-stained desperadoes was in communication with men distinguished for their intelligence, for their wealth and for their moral worth, all over the North.

"More than that, a distinguished Senator of the United States—I put out of the way everything he has said prior to that occasion. I do not choose to throw any light upon this transaction from the previous speeches of that Senator; but that correspondence showed that that Senator, the Corypheus of Northern anti-slavery sentiment, is implicated in this lawless, treasonable proceeding; a proceeding to excite a servile insurrection, the object of which is to place the South a bleeding mangled victim at the foot of Northern power. I make no charges upon Senator Seward; I do not even express the opinion that he is guilty. I hope he may show innocence of the charge. I am only showing what was the condition and circumstances in which the Representatives of the Southern states met these gentlemen here upon the floor of the House.

"Well, sir, no sooner do we meet here upon this floor, than through the agency and industry of the press of the country, there is disclosed a circular foreshadowing the very events which were consummated upon the soil of Virginia, proscribing Southern slaveholders socially, politically and religiously; sowing firebrands and arrows, discord and death throughout the land, and we find it with your signatures attached to it and yourselves recommending it.

"I ask if there was not occasion for sensibility? I ask you if there was not a propriety and fitness in invoking a disclaimer from that part of the House? The gentleman who now bears the banner of that party says that they have said nothing, but have 'preserved a studied silence.' Ay, sir, you have. You understand the policy of a wise and masterly inactivity. (Applause.) You know there are occasions when the truth not spoken which ought to be spoken, will pierce like an arrow and rankle like poison. (Renewed applause.) And you observed the studied silence because you knew that from it in future would spring forth hateful and discordant utterances. That, sir, is the secret of that studied silence. I commend the policy of the gentlemen, but sir, it will not avail you. We will have an explicit avowal upon this and upon every other subject.

"Well, sir, with these facts palpably and undeniably confessed, written upon every newspaper, a resolution is introduced, giving gentlemen an opportunity

for disclaiming the treasonable utterances of that pamphlet. How is it received! Why with the same freedom of manners which they claim for their principles—with a guffaw, with indecent laughter.

"What follows? Under one of the most able and solemn appeals I have ever listened to, when the gentleman from Virginia (Mr. Millson) had called attention to the fact that they had met their call with contemptuous silence, they still responded with laughter; and these were the circumstances and these the positions in which the controversy stood up to the moment in which the gentleman from Ohio took the floor. One gentleman, to whom I have already alluded, said we had brought the negro in here, and that he must be put out. Let us see you do it." (Applause.)

Mr. Lamar then maintained that the fathers put the negro into the Constitution; that they put him in the Constitution "as an institution of property, and of society and of government." He then said, "Put the negro out at your peril! No, sir; it cannot be done. Regarding that Constitution as an instrument of our protection, we are determined to maintain its sacred compromises. You being a majority, and looking upon it as an instrument of restraint upon your power, have taken issue with the Constitution and are attempting to throw off its restrictions. That is the fight between us, and we are ready to meet it here." (Applause upon the floor and in the galleries.)

Mr. Lamar then got off a pleasant sarcasm upon Mr. Stevens, which was much enjoyed by the Democrats, North and South. He then defended his own position upon the question of disunion in the following words. "I am no disunionist. . . . I am devoted to the Constitution of this Union, and so long as this Republic is a great tolerant Republic, throwing its loving arms around both sections of the country, I for one will bestow every talent which God has given me for its promotion and its glory. (Applause.) Sir, if there is one idea touching merely human affairs which gives me more mental exultation than another it is the conception of this grand Republic, this great union of sovereign states, holding millions of brave resolute men in peace and order, not by brute force, not by standing armies, indeed by no visible embodiment of law, but by the silent omnipotence of one great grand thought—the Constitution of the United States. That Constitution is the life and soul of this great government. Put out that light and where is that 'Promethean heat which can its light relume.' That is our platform. We stand upon it. We intend to abide by it and maintain it, and we will submit to no persistent violation of its provisions. I do not say it for the purpose of menace, but for the purpose of defining my own position. When it is violated—persistently violated—when its spirit is no longer observed upon this floor, I war upon your government; I am

against it; I then raise the banner of Secession and I will fight under it as long as the blood flows and ebbs in my veins."

Mr. Lamar then charged that the purpose of the Republican party was to exclude slavery from the territories, and that this would be the initial step and a most decisive one toward the destruction of slavery in the states. He then paid his respects to Mr. Clark, of New York, in the following words: "I desire, however, to say one word to the gentleman from New York, who said (and I listened to him holding my breath in silent wonder) that he had never seen an Abolitionist until he came to this city. All I have to say is, to commend to that gentleman from New York City, a sentiment of an old maxim—'Know thyself.' " (Laughter and applause.)

Mr. Nelson, of Tennessee, an American, obtained the floor, and from his standpoint made an eloquent and conservative speech, full of rhetoric and poetry, and so different in tone from any of the speeches of members from slaveholding states that it was immensely enjoyed by the Republicans and vigorously cheered. This annoyed the Democrats. Mr. Nelson favored Mr. Gilmer's resolution as an amendment to Mr. Clark's and deprecated the extreme sentiment on the subject of slavery in the South as well as in the North. Upon this point the following were his words in part: "I beg leave to call the attention of the House to what I regard as the alarming crisis

that exists in the history of our beloved land. I wish to do it in a spirit of perfect respect to every gentleman of the North and the South. We find a state of excitement there that is in accordance with past events. What do we find on the part of a considerable and highly respectable number of Southern States of this Union? Is it not something like a determination to precipitate a crisis? For one I do not agree either with the extremists of the North or the extremists of the South. When you look at the history of parties in this country, it is an undeniable fact that nullification had its origin in South Carolina, and from that day to the present the spirit of nullification, of secession, of disunion has never slept or slumbered. The snake of nullification has been scotched, not killed. That feeling existed during the lifetime of its great leader, and one of the last letters he ever wrote—his letter to Col. Tarpy—was one in which a meeting or organization of the Southern States was recommended. In addition to that we have had further proceedings on the part of the South which I trust cannot command the approbation of a majority of patriots in the country. With all that not only did the spirit of nullification display itself in 1832, but it has continued to exist since that time in various forms and shapes which I will not take time to portray." Mr. Nelson then turned his attention to the extremists of the North, quoting from the utterances of Mr. Seward, the *New York Tribune*, and Mr. Joshua R.

Giddings. This is the language which it is claimed Mr. Giddings had uttered: "I look forward to the day when there will be a servile insurrection in the South, when the black man armed with British bayonets and led on by British officers shall assert his freedom, and wage a war of extermination against his master. And though we may not mock at their calamity, nor laugh when their fear cometh, yet we will hail it as the dawn of a political millennium." Mr. John Hutchins at this point interrupted Mr. Nelson and said: "I suppose the gentleman from Tennessee has heard that Mr. Giddings has over and over again denied the utterance of that sentiment on the floor of this House, and in his published communications to the country. Mr. S. S. Cox, of Ohio, said he had never taken back the spirit of it."

Mr. Nelson then deprecated the repeal of the Missouri Compromise and charged it upon the South. The style of his speech will be understood by a quotation of a part of his peroration: "Before I take my seat I trust the House will indulge me in giving utterance to one or two old-fashioned sentiments which in days past and gone were common to the whole American people. It may excite the derision of a portion of the disunionists of the North and it may provoke the contempt of the fire-eaters of the South; but I say there is one class of sentiments which, although the leaders in the excitement may strive to create a feeling of discord in the minds of our citizens,



George T. Davis,

I trust all will hold in common. What are they? We love our country, we love its mountains, its hills, its valleys and its streams; we love its peaceful Sabbaths, its church-going bells, its English Bible and its glorious liberty of conscience. (Applause.) We love that feature in every American Constitution which abolishes all hereditary honors and distinctions, and enables the poor man's child, if he have talent and genius, to climb 'the steep where fame's proud temple shines afar.' (Applause in the galleries.)

"We love the star-spangled banner which has waved in triumph over many a field of battle and protects our com-

merce upon every sea. We love the memory of the world's only Washington. (Applause upon the floor and in the galleries.) We love the name and fame of every hero who has fought or bled or died upon the battlefields of the country. Of them it may be said:

"They fell devoted but undying,
The very gale their names seem sighing,
The waters murmur of their name,
The woods are peopled with their fame;
The silent pillar—lone and grey
Claims kindred with their sacred clay:
Their memory sparkles o'er the fountain,
Their spirit wraps the dusky mountain:
The meanest rill, the mightiest river,
Rolls mingling with their fame forever."

GEORGE THOMPSON LEWIS.

In George Thompson Lewis, manufacturer and inventor, are probably united larger scientific and business abilities than are possessed by any one man in Philadelphia. He was born in 1817, and his life, thus a long one, has been full of interest from the time at least when he reached his majority down to the present, because of his business achievements, his philanthropy and general activity in benevolent organizations, but more than all else by reason of his remarkable accomplishments in what may be called economic chemistry or applied science. Before entering upon a narrative of his career, however, it seems proper to present an outline of the old and honorable family from which he is descended.

In the year 1686, when Philadelphia

was an infant settlement of but four years' growth, there came to this region—to a locality in what is now Delaware county—one William Lewis, of Wales, of the family known there as "Lewis of the Van," a name still borne by the ancient scions of a great castle of the ancestral home in Glamorganshire, South Wales. Our subject is six generations removed from this pioneer to the shores of the Delaware. The grandson of the original settler was Jonathan Lewis, and his son was Mordecai Lewis, born September 21, 1748, the first of the family who became distinguished in Philadelphia annals, a great merchant and ship-owner, and connected with all of the leading institutions of the city. He lived—until his early death March 13,

1799—in a fine old double house on Second street below Walnut, immediately back of which in Dock street was his counting house. Prominent among his business interests, as early as 1772, was the importation and sale of white lead; in which branch of trade, now carried on in the family for one hundred and sixteen years, he was doubtless the principal man, if not the pioneer, in Philadelphia. Samuel N. Lewis, son of Mordecai and father of our subject, was born September 3, 1785, and was married June 15, 1809, to Rebecca Clarkley Thompson, daughter of John and Rebecca Thompson. In the life of the last named there was an interesting item of history, which we will briefly retell, even though it compels a divergence from the main line of our sketch. She was the daughter of Abel James, head of the importing house of James & Drinker, and a duty commissioner, who when a cargo of tea was about to be landed in Philadelphia, in 1773, was waited upon by a crowd of citizens who demanded that he should resign his office. He refused, but gave the guarantee of his word that the tea should not be landed, and the ship should be sent back to England. Then pointing to his young daughter, Rebecca, who stood near him, he pledged her as a token to the fulfillment of his promise.

Mr. Lewis' business career began before he was of age, in 1806, when he entered into partnership with his older brother, Mordecai. They figured ex-

extensively as ship owners and commission merchants. Their predecessors, Mordecai Lewis & Co., having imported and sold white lead as early as 1772, their attention was naturally turned to that commodity. They resolved, however, to manufacture it in this country rather than to import it, and accordingly in 1819 purchased a white lead manufactory in Pine street above Fifteenth, which had been established six years before by Joseph Richardson. The business was so successfully carried on here that it was only a few years before the whole square between Pine and Lombard streets and Fifteenth and Sixteenth streets was occupied by the buildings of the firm, but by 1848 the property in this neighborhood had become too valuable to be used on an extensive scale for manufacturing sites, and the plant was removed to its present situation in Port Richmond. The counting house was established when the firm began business where their successors now continue, then 135, now 231 South Front street, directly opposite the dwelling and office of Mordecai Lewis, the elder.

Samuel N. Lewis was prominent not alone in business but in connection with the life of the city, its growth and prosperity, its public societies and institutions. He was one of the founders of that early benovolent organization, "The Society for Supplying the Poor with Soup," was treasurer of the Pennsylvania Hospital from 1826 to his death in 1841, and connected with various societies, among the most pro-

minent of which was the still existing "State in Schuylkill," organized in 1732 as "The Colony in Schuylkill," a famous fishing club of aristocratic and exclusive tendencies. The treasurership of the Pennsylvania Hospital, alluded to above, was held in the family for one hundred and one years, Mr. Lewis' father and brother being his predecessors, and his son, John T. Lewis, his successor. True to the traditions of the family and the traits of the Society of Friends, of which he was a member, Mr. Lewis was quiet and unobtrusive, but he was active in all good works and left behind him an honored reputation. He died in 1841, leaving a widow and nine children, viz.: Martha S., John T., Saunders, Rebecca T., George T., James T., Samuel N., Lydia and Francis S.

Of these George Thompson Lewis, concerning whom it is our special province to speak, was born August 3, 1817. He had the education and experience of the average boy, and at the age of eighteen entered upon his business career with his father and his uncle, M. & S. N. Lewis, and both from a sense of duty and from a natural interest in the processes of manufacturing applied himself closely to his work so that he shortly became proficient, and after a few years, through study of a practical kind, the conning of books, and the exercise of a strong taste for chemistry and mechanics, attained a high position in the estimation of the other members of the house and among the trade generally.

The vast business of the firm of manufacturing chemists, known as John T. Lewis & Brothers, and engaged chiefly in the production of white lead, was very largely built up through his scientific knowledge and business sagacity. The works at Richmond now cover a whole square and are very comprehensive, containing as they do everything pertaining not only to the making of white lead but of zinc white, linseed oil, colors, sugar of lead, litharge, orange mineral, barrels and kegs, and the plant is considered one of the largest and most perfect in the country.

Mr. Lewis has other interests in various parts of the country, into nearly all of which he has been led and some of which have been created through his love for and knowledge of chemical science. He conferred a great benefit upon the people of South Carolina and of the country at large by bringing into use the valuable phosphate rocks which abound in the vicinity of Charleston and until noticed by him, considered valueless, and this has been one of the largest and farthest reaching of his services for the public, for through the quick, intuitive recognition of the value of that deposit as a fertilizer, and the pushing business ability which he displayed in placing it in the market, hundreds of thousands of farms, which were almost worthless, have been enriched and brought into condition of fine fertility. He was one of the founders of the Charleston Mining and Manufacturing Company more than twenty

years ago, and with W. Klett, of Philadelphia, capitalized the concern, and brought the first phosphate rock to Philadelphia, in 1867, after an expenditure of several hundred thousand dollars. The first shipment consisted of just sixteen barrels from which the first superphosphate was made by Messrs. Potts & Klett. The next year three hundred tons of the rock were brought to the city, and now the annual output amounts to four hundred and fifty thousand tons per year from which nine hundred thousand tons of fertilizer are made, and the trade is constantly increasing. The Company has about ten thousand acres of the richest phosphate lands, and holds a mining lease on at least twelve hundred acres more. Although we have put this achievement first in our list, it was not so chronologically. His ingenuity found earlier exercise, and as far back as 1847 he brought cotton seed from the South and pressed oil from it, and in the following year in connection with Mr. M. H. Boyc he refined cotton seed oil and practically proved its good qualities as an illuminant, a substitute for olive oil, and an ingredient of fine soaps. He demonstrated, too, that the "cake" after the extraction of the oil was a valuable food for cattle. The industry thus inaugurated by Mr. Lewis' skill and through his quick perception, now enriches the country to the extent of several million dollars per annum.

To give details of all of the projects which Mr. Lewis has brought to

the benefit of the country, would require the space of a good sized book, and we can therefore do but little more than enumerate. In the years of 1848 to 1852, he introduced caustic soda as a commercial article in the United States and England, and founded the Pennsylvania Salt Company, doubtless the largest and most prosperous chemical manufacturing concern of its kind in the world. This was one of the earlier productions of petroleum in the country. He regenerated the almost defunct Lehigh Zinc Company; brought the mineral lryolite from Greenland, and produced alumina, alum, aluminite carbonate, bi-carbonate and caustic soda. The importance of the introduction of this mineral from Greenland may be conceived from the fact that the importations at the port of Philadelphia now amount to ten thousand tons per year, which, considering its nature, uses and value, is a large amount. Another practical outcome of Mr. Lewis' ingenuity was in the invention of a process by which what formerly went to waste from lead smelting works, might not only be prevented from producing their deleterious effect from a sanitary point of view, but be collected and utilized. Much valuable material has been saved, and the process has been introduced in England. His success in introducing the manufacture of spelter metallic zinc has made this country independent of the world, so far as this metal is concerned. He planned for the Pennsylvania and Lehigh Zinc Company, and induced

them to erect the same; the first practically working furnace in the United States. This was in 1858. Later he built for the New Jersey Zinc Company, at his own expense and risk—a consideration to be received if successful,—similar works for smelting their franklinite ores. All former attempts had proved fruitless, but the system, as perfected by Mr. Lewis, proved highly successful, and numerous other works were built upon the same plan. These and numerous other applications of science, the outgrowth of an observant, well-equipped and thoughtful mind, have been of vast value to the country and to mankind. They have enriched hundreds, and it has been that kind of enrichment which is of the most benefit to the world—the only true gain of wealth, that which is taken from the earth, and is valueless until then; or the next greatest, that which is saved from waste in the process of manufacture.

Although Mr. Lewis' life has been a very busy one within the lines of his chosen vocation, and in connection with the various industries which his genius has led him to, he has found time to serve the public in various capacities, and has exhibited the highest kind of patriotism and philanthropy. In politics he has been a Republican since the formation of the party, and prior to that time held views which led logically to his identification with the party. He was a strong supporter of the Union when the war broke out, and his means were liberally spent in aiding

in its suppression. A considerable number of men were induced to enlist through his efforts, and they were equipped at his expense. He was a prominent figure in the movement which resulted in raising and organizing the Corn Exchange Regiment. He was treasurer of the Soldiers' Reading Room Association, which maintained a well-supplied reading room on Twentieth street, between Chestnut and Market, during the years of 1862 and 1863 and 1864, and was the efficient chairman of the Gentlemen's Committee of the Restaurant Department at the Great Central Fair held in Philadelphia in June, 1864, under the auspices of the U. S. Sanitary Commission. In these capacities he performed an immense amount of valuable labor.

He has been an active worker in various benevolent associations, and for about a quarter of a century has held the position of treasurer of the Church House for children. His personal charities, there is reason to believe, have been extensive, but they have been private to a degree that few men make them, and neither the public press nor the blare of other trumpets has sounded their praises. One of Mr. Lewis' leading characteristics, inherited from his ancestors, and inculcated by the unwritten laws of that society in which he was brought up, is unobtrusiveness. He has always been known as of quiet, gentle, kindly, unselfish, refined and cultured character—the true gentleman and the able man of affairs; seeking the exercise of his best gifts and the

good of mankind, and finding therein the greatest joys of his life.

Mr. Lewis was, upon May 18, 1843, united in marriage with Miss Sally Fox

Fisher. Five children have been the fruits of this union: Samuel N., William Fisher, Mary Fisher, Sally Fisher and Nina Fisher Lewis.

THE CLIFF-DWELLERS.

DOINGS OF THE NATURAL HISTORY SOCIETY OF COLORADO.

"O Earth! Where are the past?
And wherefore had they birth?
The dead are thy inheritors—and we
But bubbles on the surface, and the key
Of thy profundity is in the grave."—*Byron*.

THE purchase, at large cost, by the Natural History Society of Colorado, of the recent discoveries of infant mummies, bone, stone and wooden implements, textile fabrics, wicker work, pottery, ornaments, etc., in Mancos Canon, Southwestern Colorado,—relics and products of the extinct race called the Cliff-Dwellers—affords a commendable instance of scientific enterprise.

Certain other states, notably Ohio, rich in pre-historic remains, have permitted the removal of such reminders to other state institutions, until it is now a matter of general regret that it was not forestalled by such intelligent appreciation as has actuated the people of Colorado in this regard. The State Historical and Natural History Society of Colorado was organized in 1877 by an act of the General Assembly. Its first board of directors consisted of Gov. John Evans, Hon. William N. Byers, Gen. R. W. Woodbury, Dr. F. J. Bancroft, Dr. H. K. Steele, Aaron Gove, William D. Todd, William E. Pabor and Richard Sopris.

The present organization is as follows:—Dr. F. J. Bancroft, president; Hon. William N. Byers, vice-president; and J. Alden Smith, David Boyd and J. A. Porter, vice-presidents; Thomas F. Dawson, secretary; Col. William D. Todd, treasurer; and Richard Borchert, Aaron Gove and R. S. Roeschlaub, curators.

The result of this movement was to create a state museum which, prior to this accession, had already assumed interesting proportions. The society's rooms are in the Chamber of Commerce building, upon the same floor with the Mercantile Library, the whole under the supervision of the courteous and efficient public librarian, Charles Rowland Dudley, Esq. The purchase just made—and made in spite of a tempting offer from the Smithsonian Institute—will render this the most attractive and instructive resort of the kind west of Washington City. For this event the citizens of Colorado are particularly indebted to the first and only president of the society, Dr. Bancroft, whose professional name has become almost synonymous with history.

We take the following extract from the *Rocky Mountain News* in relation to

the Cliff-Dwellers and description of some of the articles embraced in the purchase:

"The Cliff-Dwellers! The words take the mind back thousands of years, at times when a peculiar race of people inhabited that portion of the picturesque San Juan country in Southern Colorado, through which the Mancos river flows. A portion of the territory, probably thirty or forty miles, is cut up in a peculiar manner, just right for Cliff-Dwellers, and, in fact, nature seemed to favor their presence. The character of the place is odd to say the least, and great table lands rise up out of the valleys to the height of 1,500 feet. The bottom consists of a stratum of coal, and the upper ledges of a soft yellowish sandstone, in which there are numberless wind-worn caves. Mr. Charles McLoyd, of Durango, has made a tour through this strange land, where once there dwelt a race of people who were not warlike and who lacked the passions of a base mankind, but who were finally exterminated by the invasions of roving bands of bloodthirsty Indians, who were then kings of the plains and the mountain country. He collected relics of these people, many of which are crude in their construction, and brought to Denver and has now on exhibition curiosities of that pre-historic period, the most complete in the world, which not only astonish all observers, but puzzle them to tell the use of many of the articles. Pottery, made thousands of years ago, that have remained just

where they were left through hundreds of centuries, a silent attest of that truly marvellous age of stone, when granite and flint were used by everyone, for every conceivable purpose.

"They made clay cooking crocks, which were placed in the fire and then boiled. One or two of them were cracked, which would arouse the suspicion of a family man. Certainly they were no exception to ordinary human beings, and had their family rows, the same as do the people of to-day, and the crack in the jar is easily explained—some irate husband, in a fit of anger, hurled it at his wife. There are some nice fresh mummies there, covered with turkey feathers with the head much larger than the body, which were found wrapped in clothes in the lower ends of the houses.

"Sandals made of weeds and leaves, and closely woven fibre rods, attract the attention of nearly everybody. They sewed and used bone needles, with eyes, and, in fact, did some excellent work. Some of the work was shabby, of course, but that was probably done in the large tenement houses, by cheap factory labor. There is no doubt about it. They had their labor strikes the same as do modern people. In the doors of one of the large factories were seen the skull and crossbones marked on the door with iron coloring matter, and strange fantastic designs were painted on the massive walls.

"The skulls which have been preserved by dry atmosphere are strangely

shaped. Some are flat in the back, caused probably by the strapping of children to boards and carrying them on their backs. The other skull, which shows the projection of the chin, would lead a person to believe that with a large nose this fellow was continually poking into other people's business. They had skinning knives, and flint instruments with handles. No more enjoyable trip can be taken than the route which leads to the ancient ruins of this most remarkable people, which for the most part is found within the new county of Montezuma, Colorado. From Durango, leading to the southwest, is to be observed the Mancos valley, which seems to have been the centre of the civilization of this peculiar people; at least it is to be seen that here are more clearly worked the traces of these people than in any other portion of the country. After leaving Durango and traveling down the Mancos for some fifteen or twenty miles, the ruins of the ancient buildings may be seen on either hand, but the full evidence of the great extent of the civilization of these people does not burst upon one's vision until about fifty or sixty miles have been travelled down the valley. Here the canon has been worn deep by the process of erosion and within the sides of the great walls that rise on either hand for thousands of feet from the bed of the stream, are to be observed the caves where wind and wave have worn away the softer portions of the strata leaving the hard, firm layers of rock

projecting, in some places hundreds of feet. These caves are, in a measure, uniform as to the floor and the roof so to speak of the excavation, being on the same level or line. In other words, the firm strata of rock found in the sides of the canon are on a uniform plane, showing that the canon has been formed by the action of the water and not by volcanic forces. Within these excavation caves, are to be seen the dwellings of this wonderfully interesting people. These dwellings give evidence of having been constructed on the most approved plan of architecture. The masonry has been laid after advanced ideas known to-day for securing strength and resisting pressure. The walls are constructed with the nicety of the skilled artisan of to-day. In size, these buildings, constructed with stone, vary from a house of one room only to that which doubtless was a magnificent mansion of 355 rooms, the capacity of the cave being in most instances the dimensions of the house. One of the largest houses yet discovered lies in a diverging branch of the main canon of the Mancos, about fifteen miles from the main valley and situated in the end or amphitheater of the gulch. This dwelling gives evidence of having been four stories high and containing 350 rooms. Three stories of this dwelling are yet standing, and had evidently never been discovered by any man curious enough to make a thorough investigation until Mr. McLoyd made his visit there during the past winter. In the rear room of the

building, on the first floor, sealed up with masonry, was found much of the collection which he obtained from this region. The beauty of these peculiar relics found within this building, as well as the others through this region, is the evidence which they bear in construction of the marvellous skill of those peculiar people. In all their relics the old adage of necessity being the mother of invention is most clearly illustrated. The instruments made of bone are such as speak in unmistakable voices, silent though they be, of the basic thought to which almost every article of use which is possessed to-day can be traced. The drawing knives, made of curved bones of animals, such as the ribs and shank bones, etc., are so suggestive of the purpose to which they were put that there can be no mistake. The stone ax, with the withes of chapparal and iron rod still about them, leave the use to which they were put unmistakable. Bone needles, with eyes or cord of thread made of the yucca weed remaining in them, are suggestive of their uses. In short, every step taken by them, as evidenced by the ruins remaining to-day, indicates in every particular that they were an intelligent and peaceably disposed people; industrious, as the many articles for various uses evidence; peaceable, as the testimonies of their being an agricultural people are numerous, such as dried corn preserved in earthen vessels, corn leaves twisted in bunches ready for weaving into mats and sandals; and in-

dustrious people with a wonderful faculty for invention, as evidenced by the intricate patterns or structural methods of weaving sandals and shoes; an affectionate people as shown by the care of their dead friend, most of the human remains being found in the rear rooms of the dwellings, as above described, wrapped in feather cloth, and the rooms carefully sealed up with masonry, the feather cloth spoken of being made by twisting the soft and downy portion of feathers into the fibers or cord, which are ingeniously woven into the cloth."

Nature's curtain has dropped forever upon the part played upon the world's stage by that departed race. Man may found institutions with boundless capital, guided by the keenest intellectual research to exhume their history, but he cannot part the folds of that curtain or bid it rise again.

Who were the Cliff-Dwellers? Is not the answer of Elizabeth Stuart Phelps about as satisfactory as can be given :

"Man who dwelt in caves like cubs, who was without intelligible speech or human sympathy, or the decency of any wild beast known to science; or it may have been the highly developed savage, whose language resembled the hissing of a serpent; or of him still ascending in type, who fed upon the quivering flesh of animals, cultivated what is known as tribal marriage, and buried his dead with awful laughter; or of him whose war-phrase being interpreted signifies, 'Let us go and eat that nation.'"

HENRY DUDLEY TEETOR.

THE MEDICAL PROFESSION OF OMAHA.

II.

THERE was born in Meissen, in Saxony, in the year 1755, Samuel Christian Friedrich Hahnemann, who subsequently became a celebrated physician and the founder of a new system of medicine known as homœopathy. Hahnemann graduated at Erlangen in 1779, and practised for some years at Dresden. About 1796 he announced his new system founded, as he claimed, on the principle that in order to cure any disease we should employ a medicine having power to produce a similar affection in the body of a healthy person, believing that an artificial affection (caused by the medicine) displaces the original disease, and, on the discontinuance of the medicine, this secondary disease ceases of itself. Hence the motto adopted by the homœopathsists—"Similia similibus curantur" ("Like cures like").

Hahnemann laid it down as a fundamental proposition that no medicine should be given to the sick which had not first been *proved* upon those in health. There are four elementary rules for the practice of homœopathy: (1) To ascertain the effects of medicinal substances upon persons in health; (2) From the knowledge thus obtained to select a remedy whose action corresponds with the symptoms of the patient

under treatment; (3) To give this remedy by itself alone; (4) That the dose should be so small as not to cause any general disturbance of the system, its action being limited to that portion of the body which is in a morbid condition.

From Germany as a center, homœopathy spread over Europe and the United States. It was introduced into England in 1827, and into this country two years previous by Hans B. Gram, a native of Boston, but educated in Copenhagen. His success attracted the attention of several physicians, among whom were Gray, Channing, Willson, Hall and Hering. A careful study of the principles of the new theory secured their adherence, and its success, not only in ordinary diseases, but in usually fatal epidemics (so it was claimed), soon won for the system a large support. It is certain that the practice of homœopathy has continued on the increase to the present time. Its introduction into Nebraska, but particularly into Omaha, is a matter of interest.

In October, 1862, Dr. A. S. Wright came from Indianapolis, Indiana, where he had practised for several years, and located in Omaha, the then capital of the territory of Nebraska. To him belongs the honor of introducing

homœopathy into Omaha and also into Nebraska. Omaha then contained a population of about twenty-five hundred. He soon obtained some of the best and wealthiest citizens of Omaha for his patrons and before long had a good paying practice. He remained in Omaha until May, 1874, when on account of ill-health he moved his family to Santa Rosa, California, where he still resides and follows his profession.

Dr. Wright was the sole representative of homœopathy in Nebraska until 1866 and in Omaha until 1868. In May of that year, Dr. W. H. H. Sisson, from New Bedford, Massachusetts, and on June 28th, Dr. O. S. Wood, from Philadelphia, Pennsylvania, located here. In 1869, Dr. W. J. Earhart and Dr. Marsden, both from Philadelphia, came and formed a partnership. But in a few weeks they dissolved and Dr. Earhart established himself in Fremont, Nebraska; Dr. Marsden remained in Omaha until the next spring, when he returned East and located in New Jersey.

Dr. F. Saxenberger arrived in 1871 and remained until 1874, when he left the state. In October, 1872, Dr. E. F. Hoyt, from Grand Rapids, Michigan, formed a partnership with Dr. O. S. Wood, which relation continued until February, 1874. Dr. Hoyt continued in Omaha until the following October, when he moved to New York City.

On January 25, 1873, Dr. W. H. H. Sisson died, and in the following month of February Dr. Emlin Lewis, a former pupil in medicine of Dr. Sisson's, and

who had graduated the year before from the Hahnemann Medical College of Chicago, left his location at Papillion, Nebraska, and came and contracted for the doctor's office and fixtures and began practice. He remained until September, 1875, when he located in Iowa.

Dr. James M. Borghem, also a former student of Dr. Sisson's, came fresh from the college in St. Louis and opened his office in Omaha in the spring of 1874. In March, 1875, Dr. Earhart and Dr. Borghem by mutual arrangement exchanged locations, the former leaving Fremont, Nebraska and relocating in Omaha, and the latter leaving Omaha and locating in Fremont. Dr. Earhart remained in Omaha but a short time, for in the early summer he left the West and returned to his native city, Philadelphia.

In April, 1875, Dr. H. C. Jesson arrived from Chicago and continued in the practice until 1877, when he again returned to Chicago. In December, 1875, Dr. H. A. Worley moved here from Davenport, Iowa, where he had been in practice with his father. He remained until October 1879, when he returned to Davenport and entered into partnership with his father who died about one year after.

In March, 1878, Dr. C. M. Dinsmoor, from Missouri, joined the homœopathic ranks in Omaha and he still remains.

In the spring of 1879 John Ahmanson, for many years one of Omaha's business men and an ex-member of the

Nebraska Legislature, finished a course of medical studies, graduating at Hahnemann Medical College, Chicago, and in April established himself at his old home as an M. D. and still remains, a successful physician. Dr. Willis B. Gifford of Attica, New York, came to Omaha in August, 1880, and entered into partnership—previously arranged—with Dr. Dinsmoor. This relation, however, lasted only till February, 1881, when he returned to Attica, New York, where he is still following his profession.

Very early in 1880, Dr. C. S. Hart moved from Onawa, Iowa, to this city and opened an office. On June 12, same year, he and Dr. Wood formed a partnership which continued until the end of the following October, when by mutual consent they separated. Dr. Hart, opening another office, continued in the city.

March, 1881, brought Dr. G. H. Parsell from Weedsport, New York, where he had practised for many years. He still remains in Omaha.

In 1882, Dr. Francis M. W. Jackson and Dr. E. Stillman, Dr. B. Spencer were other additions, but who also joined other fields (we presume more prolific) in about one short year.

In February, 1883, Dr. Amelia Burroughs moved over from Council Bluffs, where she had been in practice a year or so, and is still enrolled among the homœopathists of Omaha; also, in February, 1883, Dr. W. H. Hanchett came fresh from Hahnemann College,

Chicago, and has continued his profession here to the present time.

In July, 1883, Dr. J. M. Borghem returned from Fremont and re-located himself again in Omaha. Here he remained until the spring of 1885, when he had the California fever and moved with his family to Los Angeles, but homesickness soon laid its heavy hand upon him and the following October found him with "bag and baggage" safely landed in Omaha once more—a wiser man, if poorer. He still makes one of our number. In the winter of 1883-4 Dr. P. W. Poulson, of Council Bluffs, Iowa, opened an office with Dr. Borghem, and practised in both cities. This, however, did not last long and he soon gave up Omaha and continued in Council Bluffs until 1885 or 1886, when he located in San Francisco, California, and still remains there.

In April, 1884, Dr. R. W. Connell began practice here and he still continues. This year likewise brought to Omaha, Dr. H. S. Knowles, from Avoca, Iowa, who remained between one and two years and then moved to California.

In June, Dr. H. A. Worley returned from Davenport, Iowa, and very soon after formed a partnership with Dr. Dinsmoor. This continued until July 27, 1885, when they separated; Dr. Worley going out and establishing an office by himself. He remains here yet.

In October, Dr. C. G. Sprague, directly from Ogden, Utah, but indirectly from Elizabeth, New Jersey, bought

out Dr. C. L. Hart's good-will and practice, and Dr. Hart moved to Grand Island, this state, where he remained until a few months since, when he returned and resumed his residence in Omaha but not his practice. He attends to his real estate and goes as consulting physician whenever called. Dr. Sprague remains faithfully at his post of duty.

December 1, 1884, Dr. Mary J. Breckenridge added one more to the homœopathic fraternity of Omaha. She is among the permanent ones. Dr. Wm. H. Parsons came from Glenwood, Iowa, in October, 1885, and located to stay. In 1886 there were added, June 22, Dr. E. T. Allen, eye and ear surgeon; Dr. Emma J. Davies, fresh from Hahnemann Medical College, Chicago, and Dr. G. W. Williams, from Marshalltown, Iowa. On Sunday morning, December 16, 1888, Dr. Williams was found dead in his office, Arlington Block. His brother came for his remains and buried them in the family burying ground over in Iowa.

Sometime in this year Dr. C. W. Hayes came from Marshalltown, Iowa, and on account of poor health from a long protracted practice, he did not take up his profession at first, but entered into the real estate business. But, in 1887, he again hung out his shingle, and resumed his professional work as an M. D. In the forepart of 1887, Dr. C. M. Campbell introduced himself, and is reaping the rewards of his labors.

In June, Dr. J. W. Barnsdall located here; and in the following August, Dr.

E. L. Alexander changed from Guthrie City, Iowa, to Omaha. In February, 1888, Dr. J. P. Hanchett, just from Hahnemann College, Chicago, arrived, and formed a partnership with his brother, Dr. W. H. Hanchett. This continued until the close of the year 1888, when they dissolved and he left the city.

In March, Mrs. Dr. H. B. Davies, mother of Dr. Emma J., moved up from Nebraska City and joined her daughter in partnership. They are practising together.

May 1, Dr. Freda M. Lankton, who had just graduated from the State University at Iowa City, Iowa, formed company with her former preceptor, Mrs. Dr. Burroughs. The company still flourishes.

On the 13th of August, Dr. Dinsmoor formed a partnership with Dr. W. A. Humphrey, from Wahoo, Nebraska, where he had practised successfully for a number of years. They are still together.

To close up the ranks to date, two M. D.'s—Dr. W. G. Willard and Dr. D. A. Foote—arrived from Chicago in November. They have each an office and have come to stay.

Although a record of the introduction of homœopathy into the United States as well as into Nebraska and Omaha has thus been dwelt upon, it would be breaking the chain of homœopathic events in the state were no mention to be made of the organization and continuance of the Nebraska State Homœopathic Medical Society. Such

an organization was perfected in Lincoln on the 2nd of September, 1873, by the election of Dr. E. T. M. Hurlbut as president; Drs. A. H. Wright and J. H. Way, vice-presidents; Dr. A. C. Cowperthwait, secretary; Dr. O. S. Wood, treasurer; and Drs. W. A. Burr, J. H. Way, D. H. Casley, Emlen Lewis and A. S. Wright a board of censors.

The next meeting of the association was held in Omaha, on the 19th of June, 1874, when the former officers were again elected, except that Drs. E. Lewis and H. S. Knowles were chosen vice-presidents in place of Drs.

Wright and Way. The next meeting was held on the 18th of May, 1875, at Nebraska City, when O. S. Wood was elected president. The next five annual sessions convened in Omaha; the presidential chair was held successively by Dr. Cowperthwait, Dr. C. L. Hart and Dr. B. L. Paine. Subsequent meetings were held (except one, that of May, 1884, in Omaha,) in Lincoln, with the following successive presidents: Dr. C. M. Dinsmoor, Dr. Carscadden, Dr. A. R. Van Sickle, Dr. F. B. Richter, Dr. A. R. Van Sickle, Dr. F. B. Richter, Dr. C. L. Hart, Dr. J. H. Gray.

ORLANDO SCOTT WOOD.

It is a wise remark that "men who have achieved any worthy aim by reason of the very ability which has enabled its achievement, not only are conscious of their superiority to those they have surpassed, but they feel the inspiration of allowing their careers to be handed down in permanent form as encouragements and incentives to others. This is true in all professions and callings." While the subject of this sketch would shrink from anything like obtruding himself upon the public, nevertheless, he does not feel himself justified, when called upon, to withhold anything that is thought conducive to the advancement of his profession or calculated to stimulate others to hold firmly to their faith and persevere in well-doing.

The father of Orlando was a shoemaker. His name was Orin Wood.

The maiden name of the mother was Sally Baldwin. In the spring of 1836, the family moved from Binghamton, New York, (where Orlando was born on the 27th of January, 1832,) to Berrien Springs, Michigan. There the father died in October, 1838, leaving, besides the boy whose name stands at the head of this article, another and younger son. The mother and her two children had nothing left them in the way of an estate—neither money nor lands.

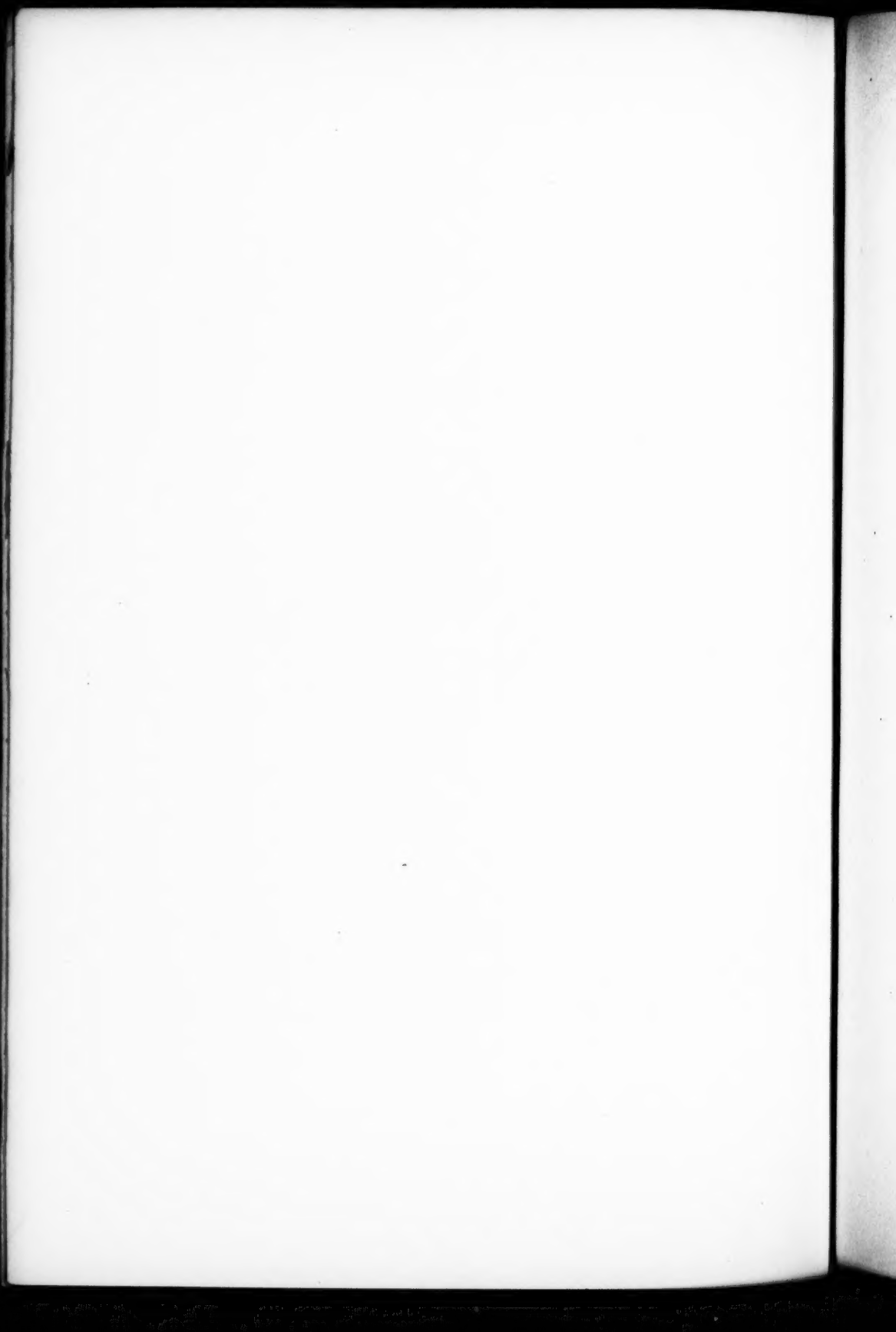
Until the mother could get sufficient means to take her little family East (her old home being in Pennsylvania), Orlando was sent to live with strangers, but he found kind protectors.

In the spring of 1840 Mrs. Wood, with her two children, left Michigan, journeying first to Binghamton, where



Wm. C. Hoagland

Wm. C. Hoagland



she spent two weeks with her husband's relatives, and thence to her old home in Montrose, Pennsylvania. In November after her arrival, the subject of this sketch went to live with an uncle in South Auburn, Susquehanna county, that state; he was a farmer, and lived eighteen miles from Montrose. Orlando was a "farmer's boy" with his uncle for seven years, working for his board and clothes. In March, 1848, he apprenticed himself for three years to learn the carpenter's trade, at twenty-five dollars for the first year, thirty-five for the second, and fifty for the third; this included his board of course. Up to the time of the ending of his term, he had forty dollars due him, and the following day he engaged with his employer for twenty dollars a month and board. Thus far, the young man had received no education, except during three months each winter in country schools; but he thirsted for knowledge and resolved to enter some educational institution as soon as he could save a little money.

Mr. Wood worked steadily until December, 1851, when he fitted himself out with a small amount of extra clothing, a kit of tools, and, with seventy-five dollars in his pocket, started for the Bucknell University of Lewisburg, Pennsylvania, then presided over by Howard Malcom, D. D. He entered the academical department, and keeping his means up as well as he could by working at his trade on Saturdays and during vacations, continued on until the close of his junior collegiate year.

Then, through the want of money, he undertook to work during the summer term—keep up with his class, and enter it again at the commencement of the fall term, but this, as might be expected, was too much of an undertaking. He was taken with a fever and his expenses increased so much that he was obliged to abandon, for a time, his college scheme.

In October, 1856, Mr. Wood removed to West Chester, Pennsylvania, where a friend (Rev. Robert Lowry), procured him a situation as clerk in a book store. Here he hoped to save money to finish his Lewisburg course, but was disappointed and gave up the project. He was engaged as collector and soliciting agent in Chester county, during the summer of 1857, for the *Chester County Times*. In the spring of the next year he began the study of homœopathy with Dr. Joseph E. Jones, in West Chester. In 1858 and 1859, he attended his first course of medical lectures at the Homœopathic Medical College, in Philadelphia, graduating on the first day of March, 1860. At this time he was in debt sixteen hundred dollars for his education and professional outfit, which amount he had previously arranged was to be paid after graduation and when he had earned the money in the practice of his profession.

Dr. Wood settled in Phoenixville, Pennsylvania, on the first day of April, 1860. At that place he remained one year, when he removed to Canandaigua, New York, where he pur-

chased the practice of R. R. Gregg, M. D. In the beginning of 1866, he left there, going to Philadelphia, where for a while he located, and in addition to practising his profession, attended, in the winter of 1867-68, the first course of lectures in the Hahnemann Medical College, where he again graduated in March, 1868. In the following June he started for Omaha, stopping at Lewisburgh and marrying Miss Mary L. Miller, on the 7th of that month. He opened his office in the city where he now resides, on the tenth day of July. The doctor is a senior member of the American Institute of Homœopathy and of the Northwestern Homœopathic Medical Association and Northwestern Academy of Medicine. He was one of the charter members of the Nebraska State Medical Society, and is the only active practitioner in his state that helped to organize that institution. He has as specialties, gynæcology, diseases of children, and rectal diseases.

In his religious belief the doctor is a Baptist. He was baptized in 1850. He has three children—two sons and a daughter. He has been closely identified with the material interest and prosperity of Omaha ever since his arrival in that city. He has stood high in the

estimation of the citizens from first to last, for his ability as a physician and his strict integrity. The Y. M. C. A. owes much to him for his wise counsel and hearty co-operation. He has been a member of the First Baptist church of Omaha ever since he has been in Omaha, and for many years has held the office of chairman of the board of trustees and is a life deacon of the church. Through all the ups and downs of this church, of which he is a member, he has stood by it and given liberally of his means and personal assistance. But a very few business men and specially professional men are as faithful to all the appointments of the church and the various moral, temperance and religious organizations of the city as he. He believes it to be the duty of every man to be interested in every movement that tends to the moral welfare of the citizens of this commonwealth. The doctor has, at this time, a very extensive practice not only in the city but is called to different parts of the state for consultation on important cases. His success as a physician is owing largely to his thoroughness in whatever he does, and with it his having a kind heart and gentle hands.

CONSUL WILLSHIRE BUTTERFIELD.

THE AMERICAN RAILROAD: ITS INCEPTION, EVOLUTION AND RESULTS.

XVII.

THE YEARS 1841 AND 1842—IMPORTANT RAILROAD CELEBRATIONS—IN EUROPE.

The year 1841 was as full of events of railroad interest, as that which preceded it. In March, the Massachusetts House of Representatives made yet another movement in aid of the Western Railroad, by granting \$700,000 in state scrip, as a further aid to the road, provided the stockholders should pay in \$600,000, or twenty dollars upon each share then selling in the market at eighteen dollars for one hundred dollars paid, and also give the state full control of the road and the operations thereon, by allowing five state directors instead of four, as was then permitted. A statement of the Boston & Lowell road, made about the same time, is of interest. It showed that four mile of second track had been laid during the year past, "making twenty miles of this track now in use, and leaving about five miles only to be laid, which will probably be completed in the course of the ensuing summer." The amount expended in construction up to that time was \$1,729,242, leaving \$70,757 of the capital unexpended. The receipts of the year amounted to \$231,575; the expenses—for repairs of the road, \$21,813; repairs of engines and cars, \$12,465; other expenses,

\$55,933; total, \$91,400. Two dividends had been paid during the year of four per cent. each, which, on \$1,650,000, amounted to \$132,000.

RAILWAYS IN ENGLAND.

The *Philadelphia Gazette*, of March, furnishes us with a comprehensive review of the condition of railways in England up to this point, as follows: "The British parliament has, in the session just commenced, taken the first step towards bringing the great lines of railways in that country, under legislative control. It is difficult, by any analogy supplied by our railways, for an American to estimate the conditions under which these great arteries of British intercourse are formed and maintained in operation. The capital invested in the first construction, the floating capital necessary to work them, the quantity of traffic transported over them, and the speed with which that transport is effected are, severally, elements so different from what we are accustomed to contemplate, that the mere statement of but a few of them must excite both interest and surprise. The railway connecting Liverpool and Manchester involved an outlay of capital amounting to about six millions of

dollars. It is thirty-one miles in length, and cost therefore at the rate of above two hundred thousand dollars per mile. The current traffic on this line is very nearly as follows: Of passenger trains there are *twenty* daily, and from fifteen to twenty trains of merchandise. The average number of passengers carried daily from terminus to terminus is 1,680, and the number of tons of merchandise daily is about 1,000. To afford *space* and *time* for the passenger trains, most of the merchandise is carried at night. The fastest passenger trains have recently made the trip in the average time of seventy minutes, including a stoppage of about four minutes half way. The rate when moving on level parts of the line is generally above thirty miles an hour.

"The railway between Liverpool and London is about 210 miles in length, and exclusive of the stoppage half way, at Birmingham, the trip is performed by the first class passenger trains in ten hours. This includes a vast number of stoppages at intermediate stations; not less probably than twenty-five in the above journey. The speed when moving is generally about thirty miles an hour.

"The railway between Birmingham and London is not yet completed, though the rails are all laid and the line throughout has been for some time at work. It is computed that this line, when the depots have been completed, will cost about thirty millions of dollars, and its total length being one hundred and twelve miles, the cost will

be nearly \$260,000 per mile! The daily receipts for traffic at present upon the line amount to above \$10,000. The depot of this line at London is not yet completed, but its estimated cost was above a million dollars.

"The railway connecting London with Bristol is not yet completed. The expenditure of capital upon it already has been so lavish, and the methods of road structure has been subjected to such capricious changes, that it is difficult to say what will be its ultimate cost. Its length is about the same as the one leading to Birmingham, and its cost per mile will probably be much more. The width of the rails on this line is seven feet, the common standard being four feet, eight inches. This augmented gauge necessarily infers a proportionally increased scale in all the work, and a proportionally increased expense.

"The numerous accidents and great loss of life which occur on the English railways, are owing to the vast amount of traffic carried on upon them, and the enormous speed at which it is transported. These accidents do not arise from the explosion of engines, or from any other cause immediately connected with steam power, but are due, almost exclusively, to the collision of trains. The railways being all, without exception, double lines, trains never move in contrary directions on the same rails, and, consequently, collisions never occur from trains unexpectedly *meeting each other*. Such accidents always arise from one train overlooking and *run-*

ning into another. When this occurs the most terrific consequences ensue, the carriages being generally smashed to pieces and their unfortunate occupants maimed or killed.

"One of the most curious and interesting results of the establishment of railways in Europe, is the enormous increase of intercourse they have produced, as compared with the intercourse which was previously maintained between the same places on common roads. This increase has been never less than three-fold, and has, in some cases, been *seven* or *eight-fold*. In some localities the intercourse has attained an amount which borders on the incredible. Since the completion of the railway between Paris and St. Germain, the daily intercourse between these places is said to amount to above three thousand persons per day; and it appears, by evidence given before the House of Commons, that the intercourse between the city of Dublin (population under 30,000), and the town of Kingstown, amounts to 3,500 daily!" To which high point had the railway grown in the first fifteen years of its existence.

The statement is made upon the authority of the *Railway Magazine*, that the number of passengers conveyed upon the Great Western line in the six months ending December 31st, 1841, amounted to upwards of 648,000, "and that not a single accident has happened to one of them. Of this number about 492,000 were carried on the London Division of the line, and 156,000 on

the line between Bristol and Bath. There can be no doubt," the editor adds, "that as soon as the whole line is opened, the number of passengers will greatly exceed one million and a half per annum."

AMERICAN MAILS.

A significant statement as to one of the effects of the railroad upon American affairs may be found in the annual report of Francis Granger, Postmaster-General of the United States, under date of May 29, 1841: "On an examination of this statement," says he, "it will be seen that, in some cases, the amount demanded by railroad companies for transportation of the mails, is more than *two hundred per cent.* higher than is paid for coach service, upon roads forming connecting links between different railroad companies, upon the same main route, and that too when night service upon the railroads is less than that performed in coaches. Such demands deserve more consideration from the fact that, whilst at the recent lettings in New York and in the six Eastern States the accepted service by coaches and other modes of conveyance has been received at an average of saving of twenty-two percent. upon the contracts of 1837, there are but few instances where the demands of incorporated companies have not been increased in such manner as imposed upon me the necessity of suspending the contracts. Nor is the extravagant price demanded for mail transportation upon railroads the only manner in

which these incorporations affect the service of the department. The facilities secured by this mode of conveyance for sending letters by private hands very seriously diminish the receipts of the offices upon these routes. A single illustration will establish this assertion.

"Boston is one of the most important points of railroad concentration in the Union. Its business prosperity is proverbial; and yet in that city the quarter ending the 31st of March last, shows, as compared with the corresponding quarter of the year before, a decrease in postage receipts of *three thousand one hundred and ninety-five dollars*, being double the amount of diminution to be found, within the same time, in any other post office in the nation, with the single exception of Philadelphia, which is another great terminus of railroad communication.

"These facts are presented in no spirit of unkindness toward those to whose management these incorporations are entrusted, but that I have considered it due to our whole people to refer to this subject as one which will ere long call for national and state legislation, unless a corrective be sooner applied by public opinion."

OPENING OF THE NEW YORK & ERIE.

At this time, according to the *New York Commercial Advertiser*, affairs were progressing favorably upon the great New York & Erie, three thousand men pushing it forward as rapidly as possible. The disbursements of the company for labor alone were between

two and three hundred thousand dollars per month. Of that portion of the road which had just been finished and brought into operation the account went on to say: "The track is six feet wide, the ordinary width being about four feet eight inches. It is made also in the most substantial manner. The iron rails are of enormous size, weighing about fifty-six pounds to the yard, and are laid upon a continuous bearing of sound sills—eight by twelve inches square. It is calculated for the transportation of every kind of heavy freight such as lumber, coal, iron, wheat, flour, live stock, merchandise, and indeed everything that goes to market—all to be carried in trains laden with three hundred tons and upward. It is also calculated to transport passengers and mails at the highest rate of speed.

"The passenger cars which pass here are of the most elegant description. They are about three feet wider, I think, than cars are usually built, and they are just high enough to permit the tallest man to stand upright and walk about. They appear to be in every way commodious. I perceive also that the company had the good taste to add to them many valuable little conveniences, such as retiring rooms for the ladies, sofas for the weary or indisposed, etc., etc., which are too often neglected on other railroads. It is contemplated to make the cars which are to go through the whole length of the line still more commodious than those which are made to run between the river and Goshen only by

daylight. The locomotives are what are called eight-wheeled cars, four driving wheels of prodigious power, weighing, I think, about fifteen tons each."

In the above we see that while all the avenues toward an increased utility are being occupied, the advance is also toward the luxury of modern travel, although the most enthusiastic never looked forward to the palaces of art and comfort that are a matter of course upon the great trunk lines of to-day.

In the fall of this year—October, 1841—this great line, the New York & Erie, was opened by a grand procession of notables, who safely passed over it from the Hudson to Goshen—an event that was chronicled with due display in the journals of the day. From the *New York American* we transcribe a graphic account. "'Tough oak and triple brass,' says Horace, 'must have encased the breast of that man who first committed a frail bark to the mighty sea,' and so said we mentally, as we whirled at a steam gallop through the rocks and mountains of Rockland county, must his breast have been fortified who first dreamed of constructing a railroad through such a region. But the dream has been realized.

"Yesterday, at eight o'clock in the morning, the steamboat *Utica*, with the veteran, not old, Schultz, as commodore, received on board as goodly a company as ever left our wharfs, bound on the first excursion over the New York & Erie railroad to Goshen. The Governor of the state with his staff, civic

and military; the Mayor and several members of Common Council, were of the company; the Judges of our Courts, the members of Congress from this city, the reverend clergy of various denominations, the bar, the bank, the insurance companies, the chamber of commerce, the board of trade, the press, and the people, all had large representatives on board. Among the strangers were Mr. Senator Phelps, of Vermont, and Mr. T. Butler King, of the House of Representatives of Georgia. From New Jersey also there was a numerous and welcome delegation, and as a bright October sun burst forth upon the boat—as, to the inspiring airs of a fine band, she put out upon the broad Hudson—the omen seemed propitious that the noble work, the completion of the first portion of which we were about to witness, would so commend itself to the favor of the state, and of this city especially, as to render its full and prompt accomplishment certain.

"About ten and one-half o'clock we reached Piermont, the enormous jetty of which place, running out one mile into the Hudson, so as to reach deep water, attracted general notice. Transferred speedily from the boat to the cars in waiting at the end of the pier, and augmenting our numbers with a goodly addition from Westchester, among whom was Washington Irving, we started in two trains for Goshen.

"The ascent is about sixty feet in the mile, with numerous curves, increasing of course the draft. The cars,

however, were set so low down on the frame, as burdened as they were with human beings, to press down upon the wheels, of which the flanges ground at each revolution into the framework. Nevertheless, the steam giants flagged not, and though laboring hard very often, they tired never, and rapidly did they whirl us over glen and over mountain, through a region of stone and iron—but of cultivation there was nothing until we had left the Highlands behind and entered upon the fertile fields of Orange. The summit near Ramapo being gained, there is thence a continuous stretch of road through the Highlands, following the sinuosities of the Ramapo river, and constructed close beside its rocky bed of several miles with a grade of only twelve feet, and singularly beautiful from its windings among the mountains.

“Emerging thence into Orange county the eye is greeted with a succession of delightful landscapes, of highly cultivated farms, rich pastures and grazing herds, that started with affright as the unaccustomed spectacle swept past them. Within a few miles of Goshen the road runs over a flat meadow formerly famous for hemp, and there is built upon piles driven, some of them, seventy feet down into the soil.

“As Goshen came into view, its whole population, with that of all the neighboring towns, seemed paraded upon the gentle slope near which the depot and the railroad hotel are constructed; and amid the firing of cannon, the sound of music, and the prolonged

huzzas of the multitude, *the first train from the city over the New York & Erie Railroad arrived at Goshen*, and amid songs, and toasts, and speeches, the brief space allotted for the halt at Goshen, rapidly passed.

“It was a great event, and meet it was that it should be so looked upon, not only by the citizens of Orange county, but by every friend of the state of New York.

“Very extensive preparations were made for regaling the arriving multitudes, but extensive as these were, the hungry and the thirsty were more so; and as few ‘stood upon the order of their going,’ but went at once to the work of mastication, each one settling down where he could find a vacant spot, the forms of proceeding were considerably deranged, but in no wise to the detriment of the enjoyment and spirit of the occasion. There were, to be sure, some strange expedients resorted to for knives and forks, and plates and tumblers, but by the aid of such expedients there was the wherewithal to satisfy hunger, and gratify thirst.

“It was our good fortune to be in the room where the president of the company, Mr. Bowen, was, and to listen to the very neat and appropriate speech in which, in returning thanks for a toast of prosperity to the road and confidence in its president, he explained the difficulties that had been surmounted and the claims the enterprise had upon the citizens of New York. The former president, Mr. E.

Lord, was toasted by Hugh Maxwell, Esq., who dwelt, in a few brief remarks, upon the services rendered by that gentleman. Mr. Lord, who was present, returned thanks. Mr. Bowen then asked permission to propose the health of his immediate predecessor, James G. King; who had given, as Mr. B. said, all the influence of his character and position to forwarding this enterprise. The toast, after being acknowledged on behalf of Mr. King, who some time before had left the table, by another gentleman, was drank with cheers.

"Other toasts, among them one to De Witt Clinton, were enthusiastically drank, while some capital singing by some gentlemen from Newark, New Jersey, added to the general glee—when, a little before sundown, the shrill whistle of the impatient locomotive admonished all it was time to part; and again in a few minutes the multitudinous throng had turned their backs upon Goshen, and were steaming it at the rate of theny miles an hour toward the Hudson.

"By the bright moonlight we reached our good steamboat, *Utica*, much gratified by the day's excursion, and without a single accident of any kind to mar the general gratification. On board the *Utica* a collation was prepared, at which some of the best speeches of the occasion were made. Among them was one by Bishop Onderdonk who, acknowledging a toast to the clergy, took the opportunity of bearing his testimony to what he con-

sidered the *moral effect* of such enterprises as that we were met to celebrate, by disseminating knowledge, eradicating prejudices, and bringing distant points into close and friendly relations. The bishop dwelt with force and effect upon these views and was listened to with manifest gratification.

"Gov. Seward, in answer to a toast, explained at length his views as to all such undertakings which were for the people and for them especially; and therefore should be so carried on as to ensure the cheapest possible rate of travel and transportation. To this end he maintained that corporations should not and could not properly be charged with their execution; that it was the duty of the state, and that the state should be alone *the great internal improver*. As to the New York & Erie railroad, he said, no private company could make it, that the state must do it, and that it should form only one of the great lines of railroads with which New York must be covered. He said the line of railroad from Albany to Buffalo must and could make the road from the Hudson to Erie; that, under the control of the state, the productiveness of one line of roads could make up for the unproductiveness of another line; that, as part of a great system, it was not material that each branch should pay its own way, so that as a whole it was productive; and finally, that, by adopting the policy of owning all the great railroads as well as canals, New York would soon be able not only to complete the projected works—the

New York & Erie railroad among them—but to effect that which was the great end and aim of all—reduce the price of travelling to the lowest possible rate, which the Governor estimated to be about *one cent and a half per mile*, or about \$6 from New York to Buffalo. This is, as will be perceived, a meagre and very general outline of the reasoning of the Governor, who spoke for more than half an hour, with great animation, and with apparently strong personal conviction of the expediency of such a system as he advocated.

"At about half-past ten o'clock the *Utica* came to the wharf and the party dispersed, gratified, we are sure, with their beautiful excursion, and resolved, we will not doubt, each in his own sphere, to aid with all zeal and good will the completion of the New York & Erie railroad."

Gov. Seward, it may be remarked in this connection, held from the first the view as to state control of railroads, outlined in the above. "In 1832," we are told in his own words,* "My position (in the Legislature of New York) was less embarrassing than in the previous year. I took an active part, though not a pretentious one, in the debates which occurred on questions of taxation, revenue, management of the public funds, and other matters of state administration. Among

these were the charters or acts of incorporation for railroad companies, which now became one of the most important subjects of legislation. In the theory concerning railroads which I held I had no following in any quarter. I regarded them simply as public highways, like the older forms of thoroughfare, to be constructed exclusively for the public welfare, by the authority of the state and subject to its immediate direction as the canals had been. And I held it was right that while the use of them should be as free as possible, it should, at the same time, be subject to such charges as would not only keep them in repair, but afford sufficient revenue to allow of the extension of the system throughout the state. I held the same theory in regard to works of material improvement by the Federal Government, applying what is called the principle of 'liberal construction' to the Constitution of the United States.

"In opposition to this principle, the opinion universally prevailed then, as it does now, that the construction of railroads ought to be left to private capital and enterprise; but as there was no sufficient private capital and enterprise to be so employed, the legislature ought to incorporate voluntary associations with powers adequate to combine the necessary capital, and provide for their remuneration by the profits to be derived from the use of the thoroughfares in the shape of tolls or transit charges. The associations thus invited naturally sought the advantages of monopoly and

* "Autobiography of William H. Seward, from 1801 to 1834. With a Memoir of his Life and Selections from his Letters from 1831 to 1846." By Frederick W. Seward. New York, D. Appleton & Co., 1877, p. 93.

of high transit tolls, with long terms of their enjoyment. Yielding the individual opinion before expressed, on the general policy of incorporation, I labored to exclude from railroad charters, as far as possible, the principles of exclusive right of way, of high tolls and of long duration of charters, and insisted whenever I could upon the private liability of the stockholders."

Gov. Seward, with a more graphic pen than the newspaper writer above quoted made use of, has left us the full record* of yet another railroad celebration that occurred in the closing days of the same year. "December was signalized," he writes, "by several evidences of railway progress. A new winter route was opened to New York. This was from Albany to West Stockbridge, by rail; then twenty-two miles by stage to West Canaan; then by rail down the Housatonic Valley to Bridgeport; thence by steamboat to New York—a total distance of one hundred and ninety-four miles, but an improvement, in point of time, upon the tedious stage ride down the post-road along the bank of the Hudson. Another route was also opened before the winter was over, entirely by rail and steamboat, and occupying thirty-two hours. This was via Springfield, Hartford and New Haven, the Western Railroad being now completed.

"The opening of a railway to Boston was considered as the beginning of a new era in commerce, and was greeted with appropriate demonstrations. On

the 27th the first through train from Boston, over the Berkshire hills, arrived at Greenbush in the evening, and was welcomed with rockets and cannon on both sides of the river. The speaker of the Massachusetts house of representatives, the common council of Boston, several of the editors and citizens of that city, and the directors and officers of the railroad, were on board; were received at the ferry by the common council of Albany, and escorted in triumph by military and fire companies, with torches and music, to Congress Hall. The next morning there was a formal reception by the city authorities at the city hall, and an exchange of congratulations. Afterward they waited on the Governor at the executive chamber, and visited the court of errors. At five in the afternoon three hundred guests sat down to dinner at Landon's Stanwix Hall, the Mayor presiding. The toast of 'The city of Boston,' was responded to by Mayor Chapman; that of 'The state of Massachusetts,' by Attorney-General Austin. When 'The state of New York' was toasted, and Gov. Seward called out by cheers and applause, he spoke briefly of the progress of internal improvements, and said: 'I will, with the permission of the company, read a letter which perhaps has an interest as the record of an arrangement made with a view to an improvement of the internal communication between New York and Massachusetts. It bears date Fort James (now the city of New York), 27th December, 1672, just one hundred and

*See work previously quoted, p. 573.

sixty-nine years before the arrival of our guests from the Bay State by a railroad journey of eleven hours. The letter was written by Col. Francis Lovelace, then Governor of this colony, to the Governor of Massachusetts. It stated that His Royal Majesty, King Charles, commanded that the colonies should enter into a close correspondence with each other, and that to accomplish that purpose, Gov. Lovelace had established a post to proceed on horseback once every month to Boston, allowing two weeks for the journey and an equal time for returning.'

"Seward's toast was 'The states of Massachusetts and New York: they have combined in the prosecution of the Western Railroad; may they become as united in maintaining the faith and integrity of the Union!'

"The hall where these festivities took place was handsomely lighted, and decorated with the arms of Massachusetts and New York, of Boston and Albany, and portraits of George Clinton and John Jay. When the Attorney-General of Massachusetts referred to De Witt Clinton as the pioneer of internal improvements, the whole company rose to their feet with cheers. Josiah Quincy, Jr., on behalf of the Western Railroad Company, told the story of the King of Spain, who said of the proposed canal to Madrid: 'If it was the will of the Almighty that a water communication should be there, he would have made one.' The same, he said, was the case of the Berkshire hills. Having found a place in them

just wide enough for a railway to go through, they came to the opinion that the world in general, and Berkshire county in particular, had been made with express reference to the Western Railroad. He had always known that 'a good name was better than riches' and the company had found it true when they had the power of obtaining great riches by simply presenting good names on a piece of paper to Mr. Olcott at the Mechanic's and Farmer's Bank. On such an occasion Quincy was inimitable. His wit and humor kept the table in a roar and seemed to be prompted by the incidents of the hour. Col. Webb, in his speech, remarked that they might almost attribute the presence of Yankees in Albany, who twelve hours before had been in Boston, to the witchcraft once said to be very prevalent among that distant people. Quincy retorted, 'there are yet witches in Massachusetts that are said to be able, by their charms, even to turn a Dutchman into a Yankee.' In one remark Quincy almost predicted the telegraph. 'These iron bars,' said he, 'that extend from one capital to the other, will in time of peace transmit the electric spark of good feeling and good fellowship.'

"Gen. Dix, in his speech, adverted to the fact that the *Mayflower* started for the Hudson river, but by the ill-will or the ignorance of the captain blundered on the rocky, barren, and inhospitable shores of Plymouth. However, the mistake was now corrected, and the descendants of those who came

by the *Mayflower* had reached the Hudson river at last. Crosswell toasted the Massachusetts poet: 'It will be *long* before we look upon his *fellow*.' John Q. Wilson gave 'Boston enterprise, that has discovered a northwest passage.' Randall, of New Bedford, promised that town would grease all the wheels and light all the lamps of the new railroad. Weed gave, 'Massachusetts, the cradle of philanthropists, statesman, heroes and historians; keep it rocking.' The last toast was the hope that our neighbors 'may return us railing for railing' and Quincy's closing salutation was: 'see what New York and Massachusetts can do when they lay their *heads* together.' At midnight the party broke up, but adjourned to meet the next day at Faneuil Hall.

"There was a like celebration there. On the table was bread made of flour which was in the sheaf, brought in a barrel that was in the tree at Canandaigua two days before. Sperm candles made by Mr. Penniman at Albany in the morning, were burning in Faneuil Hall in the evening. Salt was on the table which thirty-six hours before was three hundred feet underground at Syracuse. When Gen. Lawrence presented this in a humorous speech as having been brought from the *cellar* of New York, he was answered that it smacked rather of the 'Attic.' In return the Bostonians promised that fish, swimming in Boston harbor in the morning, should grace the dinner-table in Albany in the evening, and gave the

sentiment 'may their best bread-stuffs follow their best-bred men to Boston!' Gen. King replied that 'with such facilities for getting (y)east the bread-stuffs of New York must speedily *rise*.' Mayor Chapman gave a humorous report of the Yankee expedition of the day before, to the western wilds, returning in triumph with one hundred and fifty captives with head men and chiefs of the tribe. To that Mayor Van Vechten replied that his 'worst fears were realized; he had been warned that the Yankees would take them in, and now they had—clear into Boston.' Troy was toasted: 'A wooden horse was the destruction of old Troy. May the iron horse be the making of the new.' Canaan Gap was the subject of various puns—that it led 'to a feast of the passover,' and that being overrun by Jews was nothing to being overreached by Yankees.

"Quincy toasted 'The four Mayors present. With such a team who could want a locomotive?' Judge Van Bergen spoke in Dutch. Another guest gave 'Boston, known for one tea party, and several dinners.' The allusion to the tea party brought out a series of jokes, and led to complimentary allusions to the ladies. John Quincy Wilson closed them by giving 'The Yankee ladies.—May every one who comes to New York catch a Dutchman;' to which Quincy retorted 'May they not, in catching a Dutchman, catch also a Tartar.' Amid the laughter created by this sally, the assemblage broke up."

It would seem as though this formal exchange of congratulations between New York and Massachusetts at the completion of this one line of railroad communication, would be a sufficient safety-valve through which enthusiasm might have vent, but a greater and more formal celebration had to be held before the wonder could all find expression. In March, 1842, it was arranged that the legislatures of the two states should meet each other at Springfield for an "official celebration of the completion of the railway between Boston and Albany." We still follow the description of Gov. Seward: "The 4th of March was deemed an appropriate day for the inauguration of the line. The morning opened wet and unpropitious, but later cleared off serene and balmy. At seven o'clock, the Governor, accompanied by his staff and some of his family, found on board the ferry-boat about one hundred members of the legislature. Starting from East Albany in the special train, they climbed the heavy grades till they had ascended fourteen hundred feet and then, descending the eastern slope of the Berkshire hills, ran smoothly and easily down into Pittsfield. The state line was marked by a station, and jokes flew thick and fast when the party passing it found they had gone into a foreign jurisdiction where their power ceased. The train reached Springfield about mid-day. Forming in procession at the Hampden House, they moved under a discharge of artillery, up to the Town House, where the assem-

blage from the East were already awaiting their arrival. Entering the great hall, the Governor, legislative presiding officers, and other public functionaries of both states, proceeded to the platform. Governor Davis of Massachusetts, rose, and in the name of the commonwealth, bade the New Yorkers a cordial welcome. The two Governors joined hands amid thundering cheers given by the assembled legislators."

Speeches by the Governors followed. "Then the company paired off, the two Governors leading the way, and each Massachusetts man arm-in-arm with a New Yorker. Proceeding to the dining hall, they found it decorated with flags and mottoes," and with much else more satisfactory to the gubernatorial and law-making appetites. The usual speeches—with more puns than would be permitted to-day—followed the dinner, and the Western Railroad was considered formally dedicated and set going.

Returning from this somewhat protracted season of celebrating, to our quest along the closing months of 1841, in search of points of special historic interest, we find that this same Western Railroad was, on October 5th, the scene of an accident that would be passed lightly by to-day, but created great excitement and alarm in a time when destruction upon the rail was a new form of casualty. A collision befell two trains near Westfield, broke into pieces the passenger cars of each, and injured a number of those on

board. "The scene," the reporters of the day tell us, "is said to have been horrible beyond description, as the wounded were carried to the baggage cars to return to Westfield, covered with blood, and groaning from pain. Some were so entangled in the fragments of the cars that they could only be extracted by using levers, and thereby raising the fragment which confined them. . . . Mr. H. was in the car immediately succeeding the tender. The roof of that car was raised, and the tender was driven through the whole length of it, to the end of it, which was against the next car, and the baggage car instead of being in front, as it should have been to receive the shock, was in the rear to resist the retrograde impulse of the train, and thereby increase the danger of the passengers." A curious incident is related by the *Atlas* in connection with the accident, showing one of the features of railroading before the telegraph came into operation: "One of the gentlemen who signed the card in our paper of yesterday overheard a conversation between Mr. Moore, the conductor of the train and another person, in which Moore was urged not to go on until the arrival of the Western train at Westfield; in reply to which he stated that his orders were to go on, and go he must. The gentleman who overheard this conversation, being in a great state of alarm at the apprehended collision, took his station on the outside of the train; before the contact he leaped from the train and thereby saved his life." Sev-

eral people were killed, and a half dozen or more wounded by this accident.

Another device—fit only for that limbo of discarded mechanical notions already filled to overflowing—by which life was to be saved, was that suggested in October by Prof. Parthington, who, in a public lecture, recommended that as soon as any circumstance occurred to prevent a train proceeding, a rocket *parachute* should be sent up into the air, which would remain for a considerable time, and show to the other trains which might be traveling on the same line that there was danger on the road. To the same quarter must be sent the plan of one John Dougherty, who on November 3d addressed a memorial to the legislature of Pennsylvania, in which he suggested that the locomotives on the Columbia Railroad should be leased to individuals, "one engine to a man, the lessees to run them on their own account;" a system, as one comment of the day puts it, that "would introduce a salutary competition in speed, though it would hardly tend to promote the safety of passengers."

There seems to have been a loss of public faith in the future of the Baltimore & Ohio, and its orders in March, 1842, were quoted at only fifty cents on the dollar, and the city council decided to receive them no longer in payment of taxes or the city debt. The same hard times were felt farther north, the New York & Erie making an assignment in April; and the Housatonic

Railroad Company, following in July, the city of Bridgeport being the assignee, and the liabilities amounting to \$40,000. Yet these hard times were not felt by all, as we find the Camden & Amboy paying a dividend of over seven per cent.

Yet the Baltimore & Ohio was steadily working its way onward in the face of all difficulties and surely approaching completion. On May 30th (1842), it was opened for travel Westward as far as Hancock, the president and directors, with various representatives of the city of Baltimore, making the run out and back. The completion of this new division of forty-one and a half miles, added to that previously in operation from Baltimore to Harper's Ferry, made a continuous line of one hundred and twenty-three and a half miles open for daily travel and transportation. The various lines of stage coaches which previously run between Frederick and Wheeling or Pittsburgh, had all being taken off that part of the route lying between Frederick and Hancock; and the later town became the place at which travelers to or from the West took or left the stage coaches. The trains ran the distance between Baltimore and Hancock in seven hours, making a clear gain of ten hours in time.

IN CONTINENTAL EUROPE.

Turning once more to the other side of the sea, we find that railroad circles are by no means inactive. On Sunday evening, May 8, occurred that terrible accident upon the road from Ver-

sailles to Paris, in which fifty and more passengers were burned to death.* Even this did not deter the spirit of railroad enterprise in France, as we see the Minister of Public Works, five days after the accident, taking down to the chamber of peers a railroad bill adopted the day before in the chamber of deputies by a vote of 255 to 83. That bill had been given to the chamber of deputies on April 16 and provided that the state should establish lines of railroads as follows:

1. From Paris to the Belgian frontier, by Amiens, Arras, Lille and Valenciennes.
2. From Paris to a point of the channel not yet determined.
3. To the German frontier, by Strasburg.
4. To the Mediterranean by Lyons, Avignon, Tarascon and Marseilles.
5. To the Spanish frontier, by Bordeaux and Bayonne.
6. To the ocean, by Tours and Nantes.
7. To the center of France, by Orleans, Vierzon and Clermont.
8. A line from the Rhine to the Mediterranean, by Mulhausen, Dijon, Chalons and Lyons.

It was decided that the state was to furnish a part of the funds necessary to carry out these ideas, the localities benefitted a part, and the rest to be furnished by private subscription. This matter was swallowed up, for a time, in the excitements of the elections about to take place.

*Already described in a preceding chapter of this history.

On June 3, Queen Victoria had set her approval upon the new mode of transportation, by making her first trip upon a railway. Accompanied by Prince Albert she removed from Windsor to Buckingham palace, via the Great Western Railway.

One of the greatest works in progress in Europe at this period was the railroad line from St. Petersburg to Moscow, in which the Emperor and government of Russia had, from the first, taken an abiding interest. Still another was located in Austria, which was being constructed by a company chartered in 1830, with a capital of seven millions, with the Baron Rothschild at the head. The work was commenced in April, 1837. In November of that year, the first trip was made from Vienna to Wagram, a distance of seven miles. In July, 1839, it was opened as far as Brunn, in Moravia, a distance of ninety-one miles. By 1842, one hundred and eighty miles were in operation. Fifty-three miles were also in process of construction. Few difficulties were encountered; neither tunnels nor inclined planes being required to surmount summits,—the steepest grade being 17.6 feet per mile, or one in three hundred. The curves had no radius shorter than 1,500 feet. The road was single tracked, except the first seventeen miles from Vienna. The iron T-rail of forty pounds per yard was used, at a cost of \$135 per ton. The superstructure was not let to contractors "for fear of not obtaining solid work," but the residue, after the plans

were completed and estimates made, were set up in sections and bid for by contractors at *so much below the estimate*. The sub-contractors employed women and girls to do a great part of the work at very low wages.

The cost of the road, single tracked, had so far averaged \$29,800 per mile, or \$33,000 including outfit. The amount so far expended was some six million dollars. In 1840 the income of that part of the road between Vienna and Brunn was \$294,172, averaging \$3,333 per mile, or ten per cent. on the capital of construction; 228,368 passengers paid \$201,561, and 32,180 tons of goods paid \$90,063. The expenses were \$225,547, leaving \$68,625, or two and one-half per cent. profit. "The rate of passenger fare has been 3.16 cents for first class, 2.01 for second, 1.58 for third class, and the average, 1.77 cents a mile. The charge is now increased one-fourth. The first ninety-one miles required 6,012,500 cubic yards of excavations and embankments; 3,708 feet of wooden bridges, the one over the Danube at Vienna being 1,960 feet long with spans of sixty feet; 488 feet of wooden bridges with stone piers; twenty-four stone bridges and viaducts having 228 arches of different spans; 116 culverts; 198 road crossings, of which thirty-one were under, six over, the remainder level with the railroad."

The *Courier Francais* in July has a comprehensive review of the railroad situation in continental Europe at that time. "An extraordinary emulation," it declares, "has seized upon the Ger-

man and Slavonian population beyond the Rhine in regard to the rapid progress which the construction of railroads has made in England, Belgium, and the United States. The governments of Austria, Prussia, Russia and Central Germany have applied themselves to work, drawing after them the zeal of a population which cannot be estimated at less than sixty millions. In these countries the projects have not to undergo the tardy movements of representative bodies, and the financial resources not being absorbed by a multitude of contingent or separate schemes can be concentrated upon a single object; in fine, the lines being traced with great economy, and generally on a single track, do not require any great outlay of their capital. These causes must in a few years give to Germany, Poland and Hungary a great network of railways.

"In Austria, Bavaria, Baden and Hanover, the lines which are to traverse their territories are placed under charge of the governments. Saxony and Bavaria have signed a convention which has for its object the execution of a line traced across the centre of Germany from Augsburg to Leipzig, and eighty-five millions of francs have been appropriated to that purpose by the two governments. Prussia on her side has treated with Brunswick and Hanover for prolonging to Cologne the line from Berlin to Magdeburg, and thus to connect the Elbe with the Rhine. Germany has not a centre to which all the radii of her united schemes might

converge and unite—as France has in the city of Paris—and hence each of her great powers wishes to have its own separate system, to which the works of the secondary states shall attach themselves. It is thought, however, of creating an artificial centre, where the great line which shall join the Baltic to Switzerland, in passing from north to south, will cross and exchange its transports with that which will pass from east to west to unite the Danube with the Rhine and Vienna with Rotterdam. This intermediary point will be Cassel.

"The railroad lines executed comprise 1,225 kilometres or 306 leagues, which have cost 144 millions (470,000 francs per league). If the line from Leipzig to Dresden and a part of that from Vienna to Brunn be excepted, the German railways have yet but one track, and some of them even, among others the 206 kilometres from Budweis to Germunden, do not admit locomotives and are subserved by horse-power only. The extent of the lines in the course of construction is estimated at 1,162 kilometres, and their expense at 160 million francs. There are besides 4,750 kilometres of additional roads projected. The whole system, comprehending then the Prusso Belgian, Prusso Saxon and the Austrian projected towards Poland and Lombardy, would thus compose 7,147 kilometres or 1,786 leagues, and would cost 852 millions. The Prusso Belgian works comprise as yet sixty-five kilometres from Cologne to Aix-la-

Chappelle, and twenty-eight from Eberfeld to Dusseldorf. The roads are being actively prosecuted upon that portion of these lines which is to connect with the Belgian frontier in front of Verviers, and thus connect Cologne with Anvers. The Rhenish road is to be prolonged further from Cologne to the north to Dusseldorf, and to the south to Bonn. The company which constructs this is authorized also to construct a line of 238 kilometres from Eberfeld to Minden, to connect the Rhine with the Weser. But this is as yet only a project, the immediate execution of which cannot yet be anticipated.

"The Prusso Saxon system comprehends from Berlin to Coehen and also to Leipsig, and from Leipsig to Dresden. Besides these roads upon which transportation has already commenced, Prussia is constructing lines from Berlin to Frankfort-on-the-Oder, and from Berlin to Stettin. Saxony is executing the line from Leipsig to Planen. These works prolonged to Hamburg will afford two maritime *debouches* to the Prussian customs union. By running from Dresden to Prague they will connect with the Austrian roads.

"The Austrian system has been prosecuted at the north, from Vienna to Olmutz, and at the south from Vienna to Neustadt; it is to be prolonged to Peth by the left bank of the Danube; to Prague via Brunn; and from Prosan, where it is arrested, it is to connect with Cracow. Austria intends to ex-

tend it moreover towards the Adriatic and also towards Bavaria, but to obtain this development a financial power would be requisite which this government is not at present endowed with.

"In northern Germany there exists only the roads from Frankfort to Mayence, from Manhiem to Brucksall, from Augsburg to Munich, and from Nuremberg to Furth. Wurtemberg is discussing the construction of a road from Ulm to Heidelberg, and from Ulm to Augsburg; but her project has not yet led to any measure indicative of its execution; and the government seems to be waiting for France to decree the construction of the road from Paris to Strasburg before entering decisively upon the undertaking."

Three other railroad celebrations followed each other in rapid succession, upon the American side of the sea. The one occurred at Columbia, South Carolina, on June 28,—the anniversary of the repulse of the British forces from Fort Sullivan during the Revolutionary War—and intended to welcome "the arrival of Charleston at Columbia," by the formal opening of the railroad between those two places. Feasting and speeches were, of course, in order. Another was the breaking of ground for the New York & Albany road, early in August. The Mayor and a deputation of the corporation of the city of New York, accompanied by a band, marched via Somerstown and Sing Sing, to Sodom, thence to Pater-son, Paulding, Dover and Amenia. "On arriving at Somerstown the caval-

cade halted at the sign of the elephant, to partake of the old-fashioned hospitality of Westchester county. After partaking of a most sumptuous repast, they proceeded through Sodor^a to Paterson, and took up their encampment for the night. On the morrow the sun rose most gloriously, and witnessed a scene far different from that it witnessed at the memorable battle of Austerlitz.* From the hill-tops, the mountain sides, and the valleys of Putnam, Dutchess West Chester and Columbia, were seen wending their way in carriages, on horseback, and on foot, the wealthy and sturdy yeomanry of this delightful region of country. . . . The company, now a host which no man could number, fell into the line of march and proceeded to the selected spot of ground. Here, under the stars and stripes of our country, accompanied with the roar of cannon and the voices of many waters, was commenced the great highway to the metropolis of the Western world." After some speech-making—without which, of course, nothing could be done in America—"the members of the common council as well as the Mayor of Troy, who, with a deputation from that place had also been invited, busily applied themselves to the shovel and barrow, rivalling even the herculean

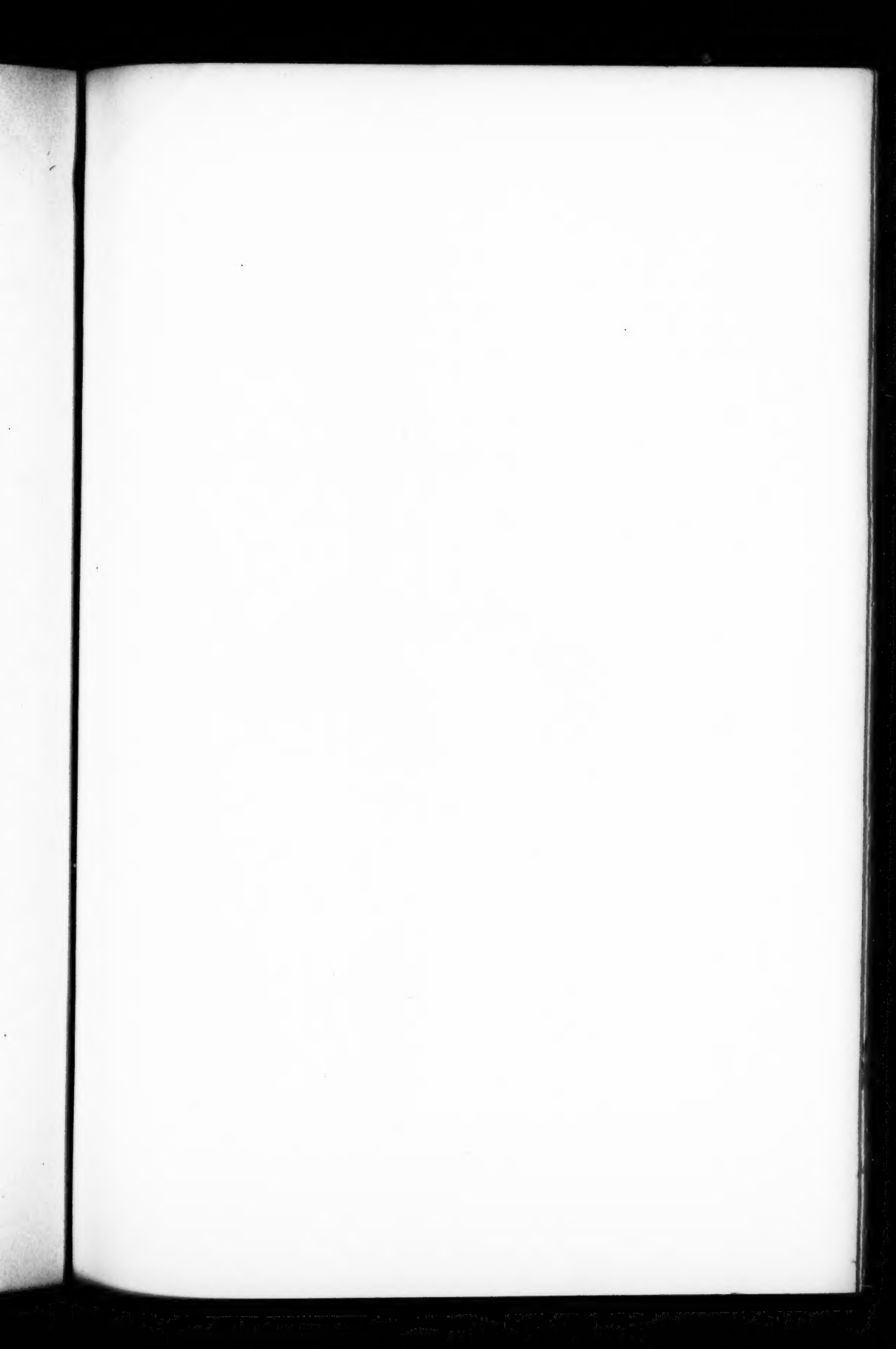
*We suppose the narrator means to draw a comparison between the hosts of peace and those of war, but leaves that fact to the imagination.

feats of the sons of the Emerald Isle. And now with gentler strains of music, now and then broken by the cannon's roar, falling melodious on the ear, the procession was formed again, and proceeded to a large church near Mr. Slocum's, to hear an appropriate address on the occasion, from Gen. Davies, of Troy." A similar ceremony of breaking ground upon the Hudson River Railroad, occurred opposite Albany on August 3d.

A new species of commercial transfer—that of railroads by public auction—began to be heard of during these closing days of 1842. In conformity with an act of the Pennsylvania legislature, the Secretary of State of that commonwealth, in August, issued proposals for the sale of each and all of the canals and railroads belonging to the state; state stock at par being taken in payment. During the same month the Nashville & New Orleans road was sold at auction and purchased by the state of Louisiana for \$500,000, at one, two, and three years' credit; of which purchase an authority of the day declared that "the iron alone is worth double the amount, exclusive of the land twenty-three miles long and one hundred wide, and the engines, cars, depots, and all the necessary utensils for carrying on the work, all of which were included in the bargain."

J. H. KENNEDY.

(To be continued.)





Gardner Colby

THE RAILROAD MEN OF AMERICA.

GARDNER COLBY.

While the greater portion of Gardner Colby's life was spent in other fields of activity, it was as a railroad projector and builder that he was best known in the great Northwest which he did so much to develop, and it was in that line of labor that the final years of his life were passed; and although he became, in one sense, a martyr to the cares and toil which the great enterprise of the Wisconsin Central entailed, he sowed a generous seed, that has borne abundant fruit to the blessing of Wisconsin and the West.

Mr. Colby was born in Bowdoinham, Maine, on September 3, 1810, the son of Josiah C. Colby, a well-known citizen of the town, who was for years successfully engaged in the building of ships, and in business enterprises, connected with their ownership. During the war of 1812 the father, like many others of his time, lost his property and business by the depreciation of shipping that was kept in port by the embargo, and by the capture of several vessels at sea by foreign privateers. The son was thus, at an early age, thrown upon his own resources, but with true courage and an energy that was held all through his life, he applied himself to any labor that offered; at first at Bath and then at Waterville, to

which places the then widowed mother had successively removed. She at last made her home in Boston, the son remaining for a time at St. Albans; but at the end of a year he was enabled to rejoin her, where he found employment in the grocery store of Phelps & Thomson, attending school, and giving his employers his services out of school hours. When about sixteen years of age he began to realize the defects of his education. He longed for some personal and skillful attention to his wants in that respect; and his mother finally managed to send him for a time to a private boarding-school in Northborough, Massachusetts, where he diligently improved the opportunities given him. His stay there continued only some six months, as he did not wish to be longer dependent on his mother and was anxious to secure some position in a business house, where he might not only be earning his own living but secure the chance of advancement. Returning to Boston he secured a situation as clerk in the dry-goods store of Mr. Foster, on Washington street. Industrious, intelligent and earnest in the pursuit of anything he undertook, he gave satisfaction to his employers, and gave evidence of the possession of first-class business qualities. Upon reach-

ing his majority he decided to go into business for himself, and after considering all the chances, invested the one hundred and fifty dollars of his savings, with a small sum loaned him by his mother, in a stock of goods with which he opened a store on the corner of Washington and Bromfield streets. Such were his prudence and energy that by the end of the year he had not only paid expenses, but found a profit of about four thousand dollars to his credit. Success continued, and in 1836 he began importing upon his own responsibility, which he continued with unvarying success. In 1841 he made a visit to Europe, which not only repaid him in a business way, but afforded him rest and recreation he could not have obtained at home. He was accompanied by his wife, formerly Miss Mary Low Roberts, daughter of Major Charles L. Roberts, of Gloucester, Massachusetts, to whom he was married on June 1st, 1836.

Mr. Colby retired from the importing business after ten years therein, and retired with a handsome competence. But he could not long remain idle, and in 1850 he purchased a one-half interest in the Maverick Mills—afterwards the Merchants' Woolen Company—of Dedham, Massachusetts. He became the selling agent in Boston of the manufactured goods, being in the wholesale commission business, first on Milk street and afterwards on Franklin. No business house stood higher for fidelity and earnestness. The demands of the government for soldiers' clothes

during the war, made it highly lucrative during the latter part of his continuance in it, when also he had the satisfaction of associating with him his eldest son, Gardner R. Colby, who in company with others afterwards succeeded to the business in New York and Boston. During the great national struggle he was firmly and enthusiastically loyal to the government, and was a large contributor to the various patriotic charities which the war called into existence. A Webster Whig in his early life, he became afterwards a firm member of the Republican party, interested in all the great movements in national affairs, and having decided views upon every issue; yet he never became at all prominent in political strife, or an aspirant for political honors.

In 1863 Mr. Colby again retired from business, if that expression can be used of one so intensely active in disposition. He devoted himself to the care of his investments in manufacturing, mining and railroad companies, and in real estate. He was also interested in shipping in connection with his son Charles L., who was in that business in New York. But his fondness for business, and for large enterprises, would not allow him to remain even in comparative idleness; and at the end of some six years we see him once more actively engaged. In 1869 he made a trip West to look at the St. Croix & Bayfield Railroad, in which he had already acquired an interest. He then drove across the country from St. Paul

to Bayfield, on Lake Superior, through the forest, making the trip in about a week, camping out nights or sleeping in Indian wigwams. He remained several days at Bayfield. The fresh air and the outdoor exercise, and the novelty of that sort of life, charmed and invigorated him, and he returned home very enthusiastic about the country and very sanguine about its future.

Shortly after this the Portage, Winnebago & Superior enterprise—afterwards the Wisconsin Central—was brought to his attention. The line was located partly through the very country over which he had travelled. The road was to run through the forests of Northern Wisconsin, and, according to official reports from the Land Office at Washington, the land-grant was of great value and magnitude. He then made another trip to Wisconsin in company with other gentlemen; and the result was that he took hold of the enterprise with all his usual energy, determined to make it the great work of his life. It promised very well at first, and for a year or more he found great pleasure in the employment which it gave to mind and body.

To construct this road, large sums of money were needed. When the work commenced funds were easily raised. Railroad securities were considered among the safest and most desirable investments and were easily sold at good prices. Early in 1872 there began to be a decided change. The "Alabama" claims excitement in England suddenly ruled out all American

securities from that market; and from that time for five or six years there followed in rapid succession a series of disasters and financial revulsions which are unparalleled in the history of our country. The fire in Chicago, the fire in Boston, the money panic in England and on the continent, the great panic in New York in 1873;—all these, supplemented by hostile legislation in the West, and a general prostration in business, caused the ruin of many great and promising enterprises, and sadly crippled the Wisconsin Central Railroad. In Mr. Colby's younger days he scorned obstacles and laughed at difficulties. He then never seemed happier than when hard pushed. He had always been equal to any emergency. But this constant and prolonged strain upon his mind proved too much for the strength of his body, and he gave way under the pressure of anxiety and care.

He always had great faith in the merits of the enterprise and invested his own money in it freely. He realized that many of his friends and acquaintances had put in their money by reason of their confidence in his sagacity—though he was careful not to urge any to invest in the road who were not able to subject their money to the ordinary risks of all such financial enterprises—and whenever new calls for funds had to be made to meet the requirements of the work, he always headed the list himself, and gave the highest prices. He bought a large amount of bonds and stock of this company, and never sold any of it

either. He never received any compensation for the years of service and labor which he rendered; and, although he at different times indorsed the company's paper for large amounts, he never charged anything for the use of his name and credit. His thought and care were always more for his friends who had invested than for himself; and it was his solicitude for them, and his anxiety on account of their losses, which preyed upon his mind and finally destroyed his health. He said to his son Charles, who has succeeded him in the presidency of the road: "Be careful always no member of my family ever makes a dollar out of this road unless every one who is interested in it makes his equal proportion." How persistently he struggled against overwhelming odds, and how patiently he endured the mortification and sorrow of defeat, but few of his best friends can ever appreciate. Yet he was defeated only in his confident purpose to make the road immediately a great financial success. He had the satisfaction of seeing it completed and in full operation before his retirement from the presidency, and could console himself with the expectation that other persons would some time reap large benefits from it, and that it would be—as it has become—one of the great factors in the development of the Northwest.

This rapid review has covered only the business career of Gardner Colby, but there was another side of his life equally conspicuous, and equally fruit-

ful of good to those about him, and especially to those two great causes so near his heart—religion and education. Religious impressions he had received at school, were deepened later, and in April, 1830, he became a member of the First Baptist church at Charlestown; and, as one who knew him well has said: "He became a man of prayer. Religious aims sanctified his ambition. That his consecration of himself to the service of his Lord was at that time heartfelt and profound, the remainder of his life bore witness." From the very beginning his faith was made manifest in his works, and he gave of his services and money to various useful causes as he was able, and his benefactions kept pace with his ability to give. Of some of his more prominent services in this direction brief mention may be made. He was largely instrumental in the building of the Rowe street Baptist church, of Boston. He early became a member of the executive committee of the American Baptist Missionary Union, and continued for several years to perform a faithful service in that capacity. A few years before his death he was the largest single contributor to its funds.

In 1844 he accepted another responsibility which had an important bearing upon his subsequent course: the treasuryship of the Theological Institution at Newton, Massachusetts. This threw an immense amount of labor and responsibility upon his shoulders, all of which was cheerfully borne. The task was all the greater because the finan-

cial fortunes of the institution were at an ebb tide. As such officer he continued for more than twenty-four years to discharge the duties of his office, not merely with fidelity, but with a degree of consecration and ability that will never be forgotten. The discouragements which he encountered in its financial condition at the outset were so great that many of its best friends had said that the only thing to do, was to dismiss its professors, and close its doors. But neither his love for the cause nor his innate business grit would allow him to accept such decision. He worked with heart and soul, and committed himself entirely to the work. Under his management a large sum of money was raised; some portions of the land were well sold, and a new building for library, chapel and recitation rooms was erected. To this the name of Colby Hall was afterwards given by the trustees in acknowledgment of his contributions and services. When the one hundred thousand dollar fund was raised he gave liberally to it; and gave again and again; and eventually he made bequests amounting to half a million dollars to that and other colleges and benevolent societies. And to all these must be added the value of his services in inspiring others to contribute to its funds. He remained treasurer until 1870, when he was made president of the board of trustees, with which office he continued to be honored until his death.

But this institution was not the only one that felt the quickening impulse of

his friendship and garnered the fruits of his generosity. The struggles of his early life, and the continual regret that he had been able to attend school so little in his youth, made him more anxious to aid the coming generations of his native state. Waterville College, in Maine, located in a town in which a portion of his youth was passed, was in sore need, and without special aid could hardly continue its beneficent labors. He gave to it very large sums of money at different times—first to save it from going to destruction, and afterwards to complete the payment for the Memorial Hall and increase the general fund, and to erect Coburn Hall. Besides these many large gifts he gave five hundred dollars a year to the library for ten years. In 1865 he was made a trustee of the college, and continued as such to the end of his life. Entirely unsolicited by himself, the name of the college was changed to Colby University, and as such has already won an honored place in the educational history of the country.

Mr. Colby was also an earnest worker upon the board of trustees of Brown University, at Providence, Rhode Island, which was also generously remembered in his will.

The intense business activity of many years, and especially the great labors connected with his railroad enterprise in the Northwest, told upon Mr. Colby's health at last, and the necessity of a complete retirement from all care made itself apparent in 1876. In the autumn of that year he passed

through a long and severe illness; from which he sufficiently recovered to move about once more among his friends, but never to resume his old activity. In the winter of 1887-78 he made a journey to the South, under the advice of his physician, and the winter following was spent abroad. But the end was not far off, and in April, 1879, the final summons came. It found him at peace, and ready calmly and trustingly to meet the great change. He died at his home in Newton on the afternoon of April 2, 1879.

The best account that can be given of the character of Gardner Colby may be found in the recital of his life labors, for they speak for him in tones of the truest eloquence. Reading between the lines, we see that in everything he was a man of integrity, force and faith. As a business man, he worked incessantly, and infused the same spirit of enthusiasm and determination to succeed into those associated with him. He had a well-disciplined mind in commercial planning, and a remarkable

faculty of looking at probable or possible results that might follow from certain observed conditions of trade or of the market. While he worked with great spirit, he was generally prudent; and when he had carefully thought a project through, he was ready to bend every energy to work out the desired result. His high sense of honor and his strict regard for truth on all occasions won for him the respect of men. With those in his employ he was fair and strictly just. In his religious character his individuality was equally marked. He always maintained the same earnest and outspoken allegiance to the truths he early espoused. Of him it could be said that those who knew him best honored him the most. Such had the opportunity of testing the purity of his life and the consecration of his purposes. They became familiar with the man upon all sides of his character, and, striking the true balance between his virtues and his faults, were ready to love and praise him.

THE BAR AND BENCH OF DENVER AND COLORADO.

V.

LUTHER SWIFT DIXON.

WHEN the successor of the late Hon. Salmon P. Chase, as Chief Justice of the Supreme Court of the United States, was being considered, President Grant wrote two names upon a card. The first was Morrison R. Waite; the second, Luther S. Dixon (then Chief Justice of the Supreme Court of

Wisconsin). President Grant then called into consultation Senators John A. Logan, of Illinois, and Hon. M. H. Carpenter, of Wisconsin, who assured the President that either nomination would be promptly confirmed.

The name of Waite, coming first upon the card, was submitted. This



Luther S. Dixons

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fact was not known to Judge Dixon at the time, nor did it come to his knowledge until some time afterwards.

Luther Swift Dixon was born at Underhill, Vermont, June 17, 1825. His father, Luther Dixon, was colonel of a Vermont regiment in the War of 1812. His ancestors were numbered with those who left Scotland for conscience's sake when King James said: "I will have one doctrine, one discipline, and one religion, in substance and ceremony, and I will make them conform, or hurry them out of the kingdom, or worse."

Zephania Swift, his mother's brother, was Chief Justice of Connecticut.

Judge Dixon's education was acquired at an academy at Norwich University. The desire to be a lawyer sprang up in early life. He began to study for this profession in the law office of Hon. Luke P. Poland at Morrisville, where he remained until his preceptor was elected to the Supreme Bench of Vermont. Then he entered the office of Hon. Levi P. Underwood, of Burlington, and was admitted to the bar in 1850. The same year he removed to Portage City, Columbia county, Wisconsin. There he built up a large and lucrative practice. He served from 1852 to 1856 as District Attorney, and was appointed in 1858 Judge of the Ninth Judicial Circuit, to fill a vacancy, by Gov. Randall (afterwards Postmaster-General under President John-

son). In April, 1859, upon the death of Edward V. Whiton, then Chief Justice of Wisconsin, Gov. Randall appointed Judge Dixon to that position. He was afterwards elected twice to the same position by the people. He served that state as Chief Justice sixteen years. Declining another term Judge Dixon removed to Milwaukee and resumed practice, which soon became very large. He was retained upon one side or the other of nearly all the important cases pending in the courts. His services were secured by the state to prosecute the celebrated Granger cases of railroads, which went finally to the Supreme Court of the United States. In 1875 he was employed by the United States to prosecute the famous Whiskey cases.

The climate of Colorado attracted Judge Dixon for the benefit of his health, in 1877. Upon his recovery he returned to Wisconsin. A recurrence of his disease, the asthma, necessitated his return to Colorado in 1880, where he has since remained in the practice of his profession, maintaining a leading position at the bar of this state.

Judge Dixon has a reputation that is national, resting upon his frequent and prominent connection with its important litigation as a lawyer, and a long series of able and well-considered opinions delivered while on the Supreme Bench of Wisconsin.

A BIOGRAPHICAL PARALLEL.

THERE are a few often-recurring names in the early annals of Denver. "The Pioneers of '60" is a familiar phrase. The roll is not a long one—it is growing rapidly less as the century which their deeds and discoveries rendered memorable, draws to a close. Of these names two have a very remarkable blending since '60 in the founding of some of the enterprises and institutions which render Denver a marvel of municipal development—Moffat and Kassler.

George W. Kassler and David H. Moffat are natives of the state of New York, came West about the same time; were associated in the same banking and commercial enterprises, and both have eminently succeeded as is evinced in part by the large business block upon Lawrence street bearing their well-known names, while the history of the First National Bank also is a record of their business relations as partners and as officers for years in its management. Friendship such as their's—silver and golden threaded—is seldom woven together in this life. The longer these gentlemen have known and had dealings with one another the more sincere has become their reciprocal esteem. They may be individual peaks in the same range of history, but there is affinity at their bases—making them as

congenial in personal relationship as they have been successful in rising to the height each has attained, albeit by each other's assistance, without a ripple ever having disturbed their long standing personal and business intercourse.

Having previously given in these pages an outline of the life of Gen. Moffat, as president of the First National Bank and of the Denver & Rio Grande Railroad, this paper is devoted to Mr. Kassler as one of the most honorable and successful business men of this new state.

Mr. Kassler was born in Montgomery county, New York, September 12, 1836. At eleven years of age he entered a store, working in summer and attending school during the winter. He was clerking in the post office at Cooperstown, New York, when he determined to remove to Omaha. There he entered the banking house of L. R. Tuttle and A. U. Wyman—both afterwards serving successively as Treasurer of the United States. Banking thereupon was chosen as a profession by Mr. Kassler. It was at Omaha he first met Mr. Moffat. He removed to Denver in 1860, arriving in April, and entering the bank of Turner & Hobbs. In 1861 he was selected as clerk or assistant to Major J. S. Filmore, Pay-

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Engraving of Mr. J. W. Paronore

J. W. Paronore

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master, U. S. A., and went to New Mexico to pay the troops in that territory. Mr. Kassler was appointed in 1862 cashier of the U. S. Mint in Denver. Two years afterwards he resigned, and until 1875 was prominently engaged in merchandising and insurance. For several years he was president of the Denver Board of Underwriters.

In 1874 he became director of the First National Bank, served as assistant cashier, soon afterwards succeeded as cashier, and for a while was vice-president. "Almost the entire responsibility and control of the business has devolved on Mr. Kassler," said a writer in 1880, "and how well he has discharged the duties of the position is evident to all having business relations with the bank. It is safe to say that no man occupies a higher position in the public estimation as a financier, a business man, a citizen and a gentleman than Mr. Kassler." Only kind and commendable words are spoken of

him by those who know him best and have had most to do with him in business, social, and church relationship.

The Kassler and the Moffat homesteads are both upon Lincoln avenue—so closely situated that their shadows almost interblend upon the same hillside as the sun sinks behind the Rocky Mountains. Within the parlor of their art-embellished home may be seen a bronze clock and vases—ornate and costly and symbolical—the gift of Gen. Moffat.

The lives of these sons of the Empire State thus afford an instance of parallelism in biography as exceptional as it is praiseworthy. Mrs. Kassler was formerly Miss Maria T. Stebbins, of Clinton, New York. Her name is on the list of pioneer women, who, as self-sacrificing and devoted wives, rendered the success of their husbands in their Western adventures almost inevitable.

HENRY DUDLEY TEETOR.

A REPRESENTATIVE TRIAD OF ST. LOUIS.

JAMES W. PARAMORE.

James W. Paramore, who, in the early days of 1887, was called from the busy career which had accomplished so much for the chosen city of his home, illustrates in a high degree what native genius allied to industry and a high resolve, can accomplish even amid the adverse circumstances of humble surroundings and lack of means. Col. Paramore was essentially a self-made

man; but his life was so ordered that while he won success for himself he also advanced the best interests of all, and was a powerful agent for the upbuilding of St. Louis and that portion of the West. He was born near Mansfield, Ohio, on December 27, 1830, the son of a farmer in moderate circumstances, and the tenth in a family of eleven children. With a natural desire

for an education, he set his purpose in that direction resolutely, although he knew that it must come from his own unaided efforts. His father at first opposed his ambition, but finally gave his consent on condition that the son should relinquish his share of the parental estate. That condition was willingly accepted, and at seventeen he began his preparation for college at the Mansfield Academy. He then took the regular course at Granville College—now Dennison University—graduating in the class of 1852 with high honors. During this time he supported himself by his own labor. He then taught for two years in an academy at Montgomery, Alabama, and studied law in the office of Bartley & Kirkwood at Mansfield. He afterwards attended the Albany Law School, graduating in 1855 as Bachelor of Laws, and subsequently opened a law office in Cleveland, Ohio, where he made an excellent beginning. A disastrous commercial speculation, however, in 1857, induced him to seek a new field in the West, and he settled at Washington, Missouri, where in addition to conducting a promising law business he published the *Washington Advertiser*, a local paper of fair circulation and influence.

When the great Civil War broke out the young attorney instinctively sided with the Union; and returning with his family to Ohio he promptly enlisted, becoming Major in the Third Ohio Cavalry, and serving under Buell, Rosecrans, and Thomas, in the Armies

of the Ohio and the Cumberland. He participated in twenty-seven engagements—many of them severe ones—and although exposed times without number, was so fortunate as never to receive a wound. He was very popular and efficient as an officer, and after the battle of Stone River was promoted to the colonelcy of his regiment over the Lieutenant-Colonel and the Senior Major, and for a considerable period commanded the Second Cavalry Brigade.

In 1864, Col. Paramore resigned his commission, and engaged successfully in business, in Nashville, Tennessee. In 1867 he turned his attention to railroading, and obtained a charter for the Tennessee & Pacific Railroad, a link designed to connect the Southern Pacific with the waters of the Atlantic at Norfolk, Virginia. Under the stimulus of liberal aid from the state, a portion of the line was completed, but unfriendly legislation followed and the work was suspended. As superintendent, Col. Paramore continued to operate the finished portion until the adoption of the new constitution forbade any further help from the state, when he disposed of his interests, and removed to St. Louis, where a more promising field for his genius and great executive power was offered. His keen eye had already seen the grand possibilities of the future, and he began to urge upon others the possibility of St. Louis becoming a great cotton market; but like all prophets—whether of social or commercial changes—he was some-

what ahead of the day, and his ideas were regarded by many as Utopian. But Col. Paramore was not dismayed in mind, nor deterred from action. The Iron Mountain Railroad had just been completed into the cotton belt, and his quick perception grasped the idea, that this highway extending into the very heart of the cotton producing region of Arkansas and Texas,—well pronounced the finest in the world—opened a new enterprise for St. Louis, and made it possible to there establish one of the leading cotton markets of the world. To accomplish this two things were requisite: First, reasonable transportation charges to St. Louis,—which were readily conceded by those in control of the Iron Mountain Railroad; and second, the reduction of the expense of handling the staple, to the lowest possible figures. The last named condition could be accomplished only by the use of machinery more powerful than had been previously considered necessary. Mr. Paramore, with characteristic energy, set himself to the task of furnishing the second of his needs; and chiefly through his labors the Cotton Compress Company was formed in 1873; of which he was elected president. It commenced business with a capital stock of \$75,000, which has been increased to \$1,250,000, of paid-up capital; possessing the largest and most convenient warehouses for handling cotton in the world. The company occupies about eighty acres of land, and has a handling capacity of fully five hundred thousand bales of

cotton a year, and compressing capacity of five thousand bales daily.

Col. Paramore was the life of this great organization, and gave it the full benefit of his services not only in its days of inception but to the end of his connection therewith. He was the architect of its buildings and compresses, and made himself effectively felt in all the details of management. Through the demonstration of this practical operation he showed St. Louis what could be done, and placed the cotton trade of the city on a substantial basis.* So deeply appreciative were the people of St. Louis of these facts, that in December, 1880, the business men of the city gave a material expression of their gratitude by the presentation of an elegant silver service, accompanied by a letter, in which they said:

“Mr. J. W. Paramore.—Dear Sir: By this testimonial we desire to express our high regard for your character as a friend, and to offer our tribute of admiration for the rare ability you have shown in the successful management of the large business enterprise under your control. To you, more than to any other person, is due the credit for erecting the compress warehouses, by which a flourishing trade in cotton was created; and to you also should be accorded especial praise for your untiring efforts to build a railroad into

*Some idea of the extent of this service can be gleaned from the following facts: from an average of 28,575 bales from 1866 to 1873, it arose to 480,028 bales in 1879-80, and 402,706 bales in 1880-81.

Texas, that our commerce with that state might be increased and forever secured. Not alone as a leader in these enterprises have you manifested that consummate skill and courageous, indomitable energy, which have marked your conduct as a business man, but in every useful measure with which you were concerned, whether for the public good or for private gain, you have always shown the fidelity and disinterested zeal of a true friend and benefactor. Please accept this solid silver service, as being the token of our esteem commemorative of your career."

The above reference to Col. Paramore's labors in connecting the great geographical empire of Texas with St. Louis by bonds of mutual commercial interests, was not made without substantial reasons. While studying the cotton question, Col. Paramore observed that in Arkansas, Texas, Southern Kansas and the Indian country, there was a region capable of producing more than two million bales of cotton yearly, legitimately tributary to St. Louis, but with no economical means of reaching a market. With this idea in mind, he conceived the system of roads known as the Cotton Belt Route, which should penetrate this region and connect it with St. Louis. In the fall of 1881 he resigned the presidency of the Cotton Compress Company and gave his undivided attention to the prosecution of this new and great work. This comprised a system of narrow gauge railroads, extending from Cairo, Illinois, to Laredo, Texas, with "feeders" at

various points; embracing, when completed, one thousand five hundred miles of railroad, and penetrating a section of the Southwest unrivalled for the raising of cotton and miscellaneous products. At Laredo the system was designed to connect with lines building into Mexico, while at Cairo it made an extremely advantageous traffic contract with the Illinois Central Railroad, by which direct connection was made with St. Louis and also Chicago and the East. As president of the Texas & St. Louis Railway Company, Col. Paramore performed some of the ablest and most lasting of the labors of his life. He gave it such service as his ripe experience, broadened views and mature judgment made possible, and with its history his own must be forever bound up; and the value of that service grows greater with every phase of material and commercial development in the great Southwest. He held many original and striking views of his own, and he knew how to impress them upon others. "Upon the subject of cheap transportation," as one well said before his death, "Col. Paramore holds novel and striking views—contrary to the belief generally entertained by the people in the Mississippi valley—viz., that railroad transportation is cheaper than ever. While others have proclaimed the Mississippi to be 'God's great highway for commerce,' he views it merely as a great 'national sewer,' and says that to man has been left the labor of providing cheap and rapid transportation by the construction of

railroads. He energetically insists that, as a matter of fact, cotton can to-day be shipped from Arkansas and Texas *via* St. Louis to Europe, cheaper than from the Gulf port cities." The same writer speaks warmly of Col. Paramore's original and striking methods of thought and adds: "Whether his conclusions agree with those of previous investigators in the same field matters little to him; like every independent and original thinker he has supreme confidence in his own judgment and follows it unflinching, although it may lead him to abandon old traditions and attack old idols. Living in a period celebrated for great railroad men, he loses nothing by comparison with the greatest of them. In one short decade he has written his name indelibly on the history of St. Louis and the great Southwest. He has been the chief promoter, and in some sense the creator, of one of the richest trades that pay tribute to St. Louis, and laid hold upon the carrying trade of the Southwest with a boldness and vigor and originality that make him one of the most conspicuous and able leaders of the time. Col. Paramore has not only shown St. Louis how to be a great cotton market, but he has also exerted himself to make it the centre of a system of railroad transportation which now seems destined to revolutionize the railroad system of the south and Southwest, and work incalculable benefits to the industries of these regions."

If so much could be seen and measured when these words were uttered in

1883, how much better can we now see and understand the depth and breadth of the foundations he so patriotically helped to lay?

It was out of this life of unusual activity and usefulness that Col. Paramore was suddenly called on the evening of May 17, 1887. Deep and widespread was the grief of the people, and tender sympathy was conveyed to the stricken from many directions. The press of St. Louis and Missouri but voiced the thought of the people when it declared that the loss fell upon all, and that one who could be illy spared had been called into the higher life. Formal expressions of regret and sympathy were recorded by many of the associations and societies to which he had belonged—the Grand Army of the Republic, the Military Order of the Loyal Legion of the United States, the St. Louis Merchants' Exchange, the Third National Bank of St. Louis, and others. Those of the Merchants' Exchange, among other things of a like nature, pronounced him "one of the oldest and most enterprising members of this Exchange, who, by his wise foresight and indomitable energy greatly increased and fostered the commerce of the city of St. Louis;" who "was the originator and moving spirit in building and carrying forward to successful completion the St. Louis Cotton Compress Company, and was also the projector and chief promoter of the Texas & St. Louis Railway Company, now owned by the St. Louis, Arkansas & Texas Railway Company, both of which

enterprises have added so much to building up that branch of our commerce known as the cotton trade." "In the death of Col. J. W. Paramore, this exchange has lost one of its most valued members, and the city of St. Louis one of her most enterprising and strongest friends."

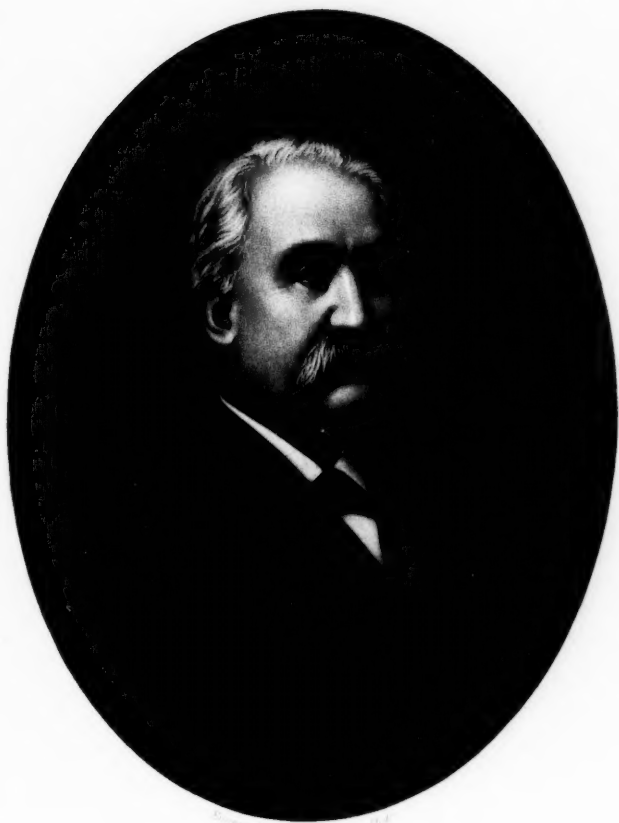
The declarations of the directors of the Cotton Compress Company were equally emphatic in their acknowledgment of his usefulness: "He was the originator and one of the charter members of this company, and was its first president, and held the same office continuously during the first ten years of its existence, and has been continuously a member of its board of directors from the time of its organization until the day of his death. To his wise foresight, untiring energy and unyielding tenacity of purpose, is due the fact of its organization, and the combination

of men and means which were necessary to give and which have given the company a prosperity that has been unequalled." The directors of the St. Louis, Arkansas & Texas Railway Company added the weight of their testimony in these words: "In the death of Col. J. W. Paramore this company has lost one who, more than any other, was the projector and promoter of the lines of road now owned by this company, and that to his energy, indomitable will and unflinching tenacity of purpose in developing plans to construct and equip the same, is due the fact that the building and equipping thereof, so as to add another outlet to the trade of St. Louis into the great Southwest, was accomplished." Surely such sincere and generous praise, and the gratitude which inspired it, becomes a monument better than any shaft of granite that could be raised.

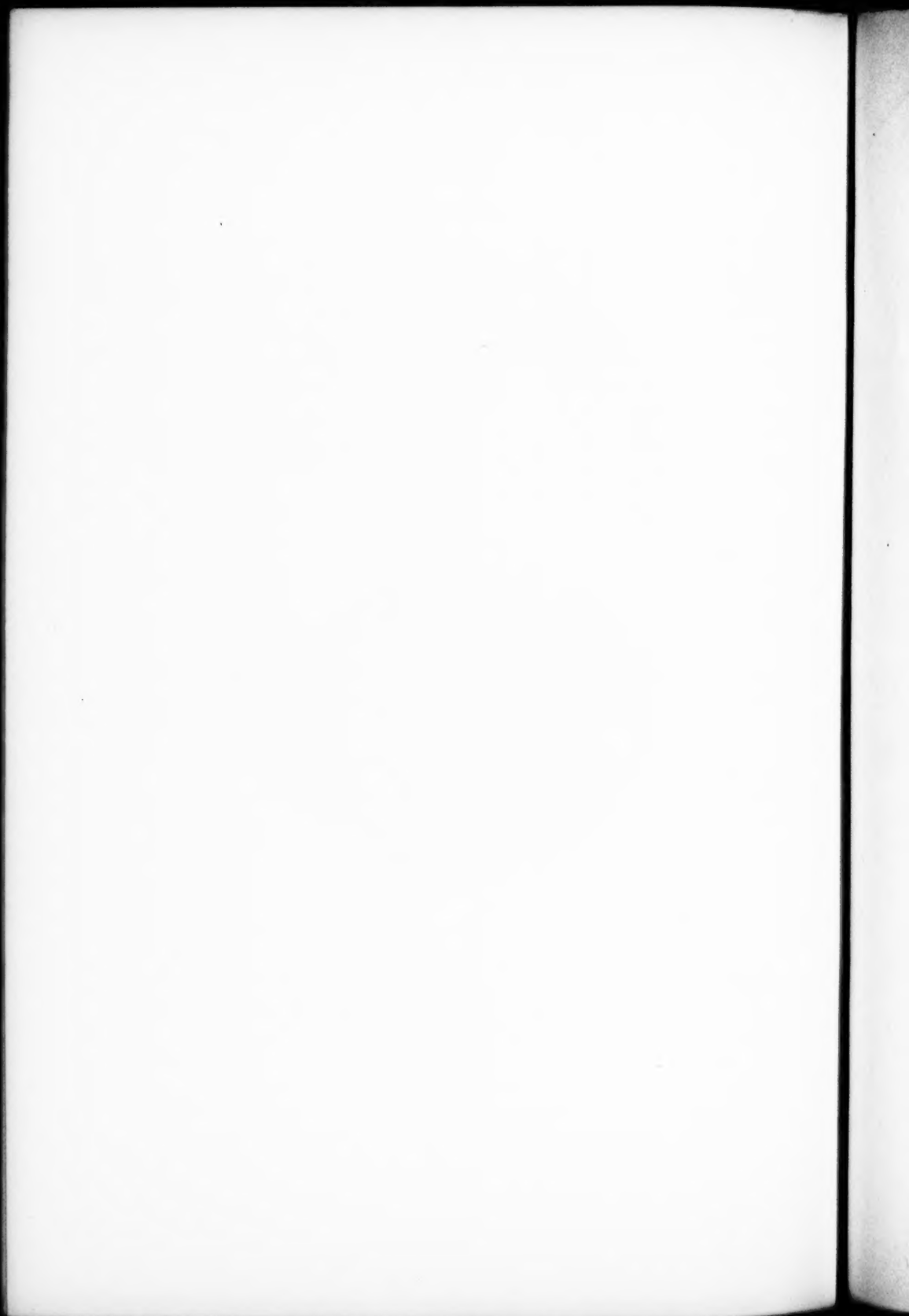
HENRY OVERSTOLZ.

Henry Clemens Overstolz—or Henry Overstolz, as he preferred to be called,—became a citizen of St. Louis in his early manhood, and from the first began the building of a business and personal reputation of an enduring sort, with a genuine, manly character as a foundation; and as the people came to understand his worth he was called upward from one public station to another, until he at last held the highest municipal office within the gift of the people—that of Mayor of St. Louis, in which he made a reputation that must

stand as his enduring monument. He was of German descent, and was born in the city of Munster, Westphalia, Prussia, on July 4, 1822, the direct descendant of the oldest patrician family of Cologne. His father, William Overstolz, was born in Dinsburg, Westphalia, in 1780, and died in St. Louis in 1853. The Overstolz stock is a sturdy one, and noted for its longevity. The ancestral family was one renowned in war and civil life. They were the merchant princes of the thirteenth, fourteenth and fifteenth centur-



Henry Overstolz



ies, and the name is held in high esteem in their native city of Cologne. Some interesting chapters of history are interwoven with the family record. On October 15, 1268, Mathias Overstolz, a knightly prince, and one of the most celebrated of this name, headed a successful resistance to the assaults of the forces of the Archbishop, who had often endeavored to deprive the free city of its charter. Mathias lost his life in this struggle, and the grateful citizens erected to his memory a statue which is still to be seen in their city hall. Johann Overstolz, a brother of Mathias, was the Mayor of Cologne in 1275. Gerhard Von Overstolz, son of Mathias, fell in the battle of Worringen, in 1287, for a patriotic cause similar to that espoused by his father. It had been the hereditary right of the patricians to have the chief magistrate of Cologne selected from their number only, and for opposing the forcible abrogation of this right, the landed estates of the Overstolz house were confiscated, and they, together with fifteen other patrician families, were banished from the city, and most of them fled to Westphalia.

Henry Overstolz, the direct descendant of these illustrious men—whose highest and best traits will be discovered as dominating his career—resided in his native town until 1836, retaining in after life vivid recollections of these boyhood days spent near the historic home of his ancestors. After enjoying a thorough course of collegiate education in the celebrated Gymnasium of

Munster, he came to America in company with his father and mother and settled with them in St. Clair county, Illinois, some seven miles from St. Louis. In 1846 he removed to St. Louis where he afterwards made his home and toward whose prosperity he contributed so much by his energy, integrity and patriotism. Soon after making his home there he opened a store—in 1847—for general merchandise, in which it was then customary to find the necessary supplies for the farmers of the surrounding districts. In this business he met with such success that in 1852 he retired, and two years later purchased an interest in saw-mills and in a lumber business. His prosperity continued, and in 1867 he once more retired from active business life, secure in an ample fortune. Prior to this his high character and energy won for him the confidence of his fellow-citizens, and he was induced, in 1860, to organize the Tenth Ward Savings Institution, which was changed in 1882, under the National Banking Act, to the Fifth National Bank of St. Louis, of which Mr. Overstolz became president, which office he held during the remainder of his life. About this time he became president of a successful local fire insurance company. In all his business relations Mr. Overstolz showed an ability of the most exceptional kind and an integrity of the highest character.

Mr. Overstolz had not long been a resident of St. Louis before he was called to take part in public affairs and

to commence an official career crowned with usefulness, and that has made an enduring mark upon the history of the city. In the year 1849 he was elected a member of the City Council, which position he held until 1853, when he was elected comptroller of the city and re-elected the following year. A third time he received the nomination of his constituents for the comptrollership, but because of his foreign descent was defeated by the Native American, or Knownothing party. It is worthy of remark that he is the first German ever elected to a city office in St. Louis; and when, in the autumn of 1856, he was elected a member of the State Board of Public Works,—a body with great powers and responsibilities—he was also the first German to be elevated to a state office in Missouri. On this board he served the full term of four years. In the spring of the same year he was elected alderman, the duties of which office he resigned to accept the position on the State Board of Public Works.

Yet another mark of public confidence and respect came in 1871 when Mr. Overstolz was again elected to the council, of which body he was subsequently chosen president, where he presided with dignity and to the satisfaction of all. His firmness and tact, his great experience in public matters and his unsurpassed knowledge of men made his influence felt to such a marked degree among his colleagues and associates in public and private life, that in 1872 he was re-elected to

the council, and placed at the head of that body as presiding officer again in 1873.

In 1875 he was again called upon, his name being used upon this occasion in connection with the highest office within the city's gift. Nominated to the office of chief magistrate of St. Louis, he accepted the candidacy upon an independent ticket, but his opponent, Mayor Barrett, was declared elected. The death of the latter only a few months after his installation made it necessary to again call an election, and once more Mr. Overstolz submitted his name as an independent candidate against Mr. Britton. Although his opponent was declared elected, Mr. Overstolz contested the election, and, after an exciting contest before the deciding body and in the courts, lasting nearly a year, established his title to the Mayoralty by a rightful election of a majority vote. He was duly inaugurated February 9, 1876, and served the remainder of the term, until 1877, when he was re-elected under the provisions of the new charter, which fixed the term at four years. During these four years he applied himself with untiring energy to the work of inaugurating a complete change in the government of the city and county.

The adoption of the charter marked a new departure in the political career of St. Louis. It was a radical severance of the city and county governments, and the emancipation of local questions from the control of the state legislature. It introduced a new and

united system of local self-government, and it devolved on Mayor Overstolz to bring order out of chaos, and to set the machinery running in harmonious accord with the conflicting elements always present at such a revolution. How well he succeeded the result has shown. During this period, until the separation was satisfactorily accomplished, Mr. Overstolz possessed an irresponsible power that in the hands of many another man would have been abused, but he wielded it carefully and loyally, for the public good alone. At length he succeeded in carrying out the wishes of the people and in ridding them of the objectionable features of which they had so long complained, under the previous dual government of city and county. The reorganization of the municipal government was a work to which Mayor Overstolz could ever look back as the proudest achievement of his political career, while the taxpayers of St. Louis must ever hold him in grateful remembrance.

A just and appreciative commentary* upon this portion of Mr. Overstolz's public career, by one who knew him well, is contained in the following words: "It was the lot of Mayor Overstolz—and I consider it a piece of rare good fortune—to be elected in 1877 as Mayor of the city, under the new system. His term of office was for four years, a period long enough in which

to give a fair trial to his administration. Here again I must be brief, but while I call attention to the great success which has marked him, I think it proper to say that he has not had, during the whole of his voyage, the advantage of halcyon weather. In the very first year of his administration the city was visited by the storm which laid waste many parts of our country. The strike of 1877 will not soon be forgotten by those who were in St. Louis during the week following the 21st of July. During that arduous crisis, Mr. Overstolz acted as became the chief magistrate of a great city. The emergency was most alarming. He met it courageously and strove with energy against the disorder which threatened us with ruin. He called to his aid, as was his duty, the citizens of St. Louis. They answered to his call and with their assistance, without taking a single life, without a trace of that destruction of property and that disgraceful overthrow of lawful authority, which marked the history of the strike in other cities, and without invoking the assistance of the Federal arm, the rioters were crushed and order restored in St. Louis in less than twenty-four hours after the Governor of the state, who fearlessly and well discharged his duty upon that occasion, had placed a sufficient number of arms at the disposal of the Mayor. . . . Now to what essential and distinctive features in the present administration of city affairs are the improvements, of which I have only instanced a few, mainly ascribable?

* From an address before the Missouri Historical Society, upon the public career of Mayor Overstolz, delivered by Col. T. T. Gantt.

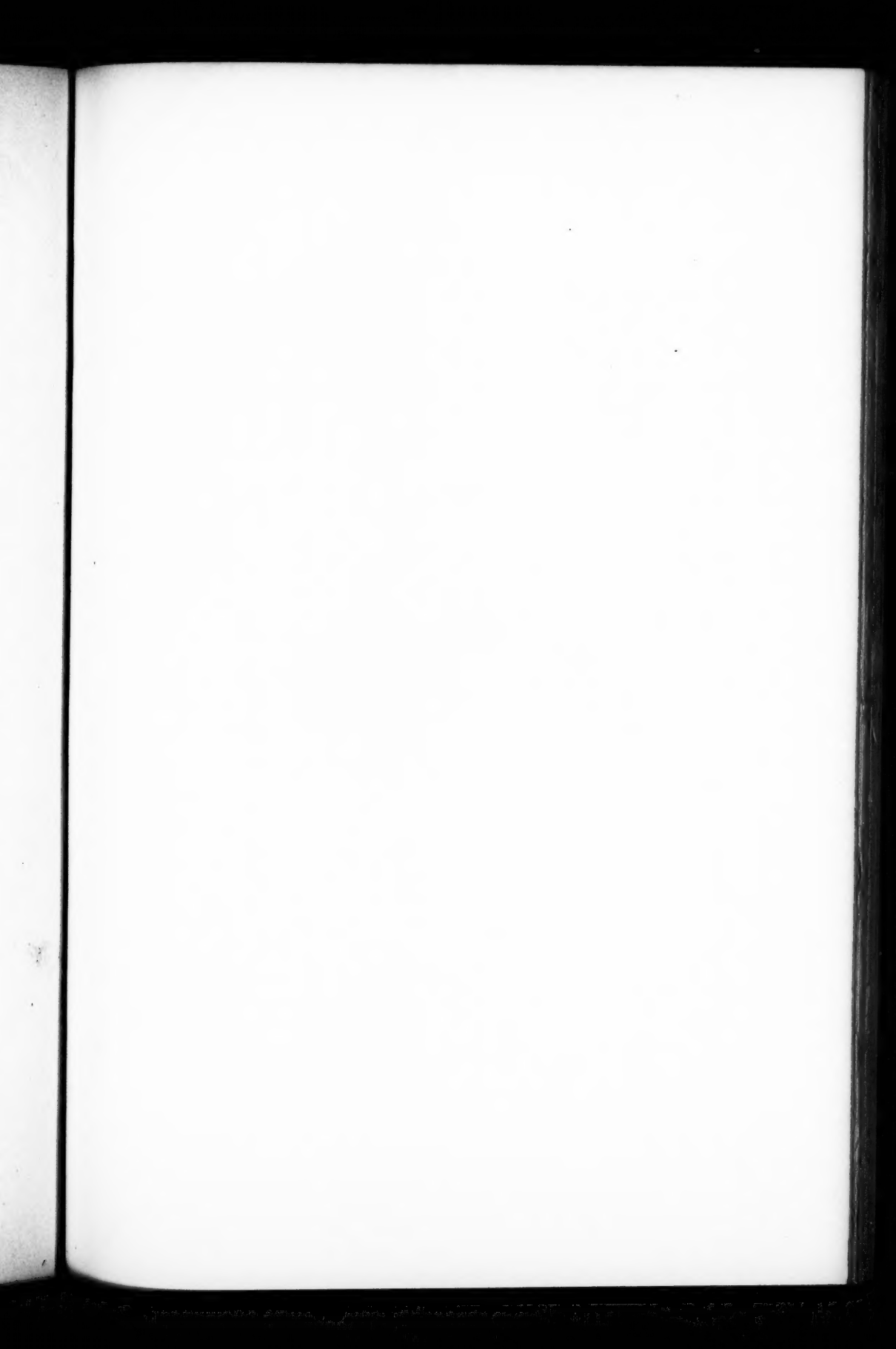
In my judgment, to this: that the affairs of the city have been for about four years managed nearly, not quite, upon what are called 'business principles.' The public work has been mostly committed to men whose qualifications for doing good work were the motive of their appointment to do it. Faithful performance of their duties has been demanded and in most cases has been complied with. As part of this new departure, the city government has not been wholly governed by rules of party expediency. To his honor, the Mayor has in some instances overlooked party lines while retaining or selecting an efficient officer."

As a public officer, Mr. Overstolz's acts were marked by integrity and patriotism. He believed that a public office was a public trust. As a member of council, he was progressive, far-seeing, and alive to the necessities of a large and growing city. As a member of the State Board of Public Works, he was a tireless, penetrating and broad-minded official; as City Comptroller, he performed services of the greatest value, and while Mayor he established a fiscal system that brought order out of chaos, and was the first Mayor of St. Louis to keep the expenses within the revenues. Mr. Overstolz was offered the position of Assistant United States Treasurer for St. Louis, by President Cleveland, but declined its acceptance.

Mr. Overstolz's writings were confined almost altogether to matters of a public nature, and bear evidence of

that deep discernment and ripe knowledge which formed such prominent elements in all his efforts. His address delivered before the convention held in St. Louis to encourage immigration to Missouri, occupied a prominent place among the masterly pleas delivered on that occasion. His home life was indicative of a mind of elegant attainments and studious tastes. His library was choice and large, and harmonized with the liberal taste displayed in a valuable gallery of pictures and art objects. A happy home graced by a wife and six children crowned the labors of an active and honored citizen. The maiden name of Mrs. Overstolz was Philippine Espenschied, the daughter of the oldest and most successful wagon-maker of the West, and a citizen of the highest standing in the community.

Early in the year 1887, Mr. Overstolz's health began to fail, and although his friends did not apprehend any serious danger, they were alarmed as week after week passed, and he did not show signs of returning vigor. Toward fall he had reached a point where his physicians retained little hope, and for some two months before his death gave up all chance of his recovery. In the summer, in the hope that travel might be of benefit, he had gone to Europe, and rested for a time in Bonn, Prussia, but feeling no improvement he concluded to return home and reached St. Louis on September 12th. He took directly to his bed and never left it. His original





Engr. by J. C. Butler N.Y.

John I. Roe

malady was heart trouble, which latterly became complicated with kidney disease and dropsy. He sank day by day, and on November 29, 1887, he passed peacefully away. The loss was one that the stricken family could not bear alone; it fell upon the entire com-

munity, and marks of grief and expressions of sympathy were noted upon every side. Henry Overstolz had not lived for himself alone, but all had been bettered because of his life, the inspiration of his presence, and his great public labors.

JOHN J. ROE.

Any enumeration of the men whose business genius and industry have left their mark upon modern St. Louis, that left no record of the life labors of the late John J. Roe would be lacking in one of its essential features. Like most of the indomitable wills that have made their impress upon a history of the city, he was emphatically a self-made man, and all the success he won and the wealth he accumulated was the product of his calculating energy. His parents were farmers, living near Buffalo, New York, where, on April 18, 1809, John J. Roe was born. When he was six years old, the family, having taken the Western fever, removed to Cincinnati, thence to Kentucky, and finally settled at Rising Sun, Indiana, where the father bought a farm and owned a ferry, dying there in 1834.

Schools were few and far between in Indiana at that time, but young Roe made as much use of them as he could without interfering with the duty of helping his father on the farm and at the ferry. The latter employment seems to have given him his first taste for steam-boating, the occupation which he was subsequently to follow so suc-

cessfully; for already, in 1832—two years before his father's death—he had left home and was engaged at Cincinnati in some humble capacity on a steamboat. From this position he rose by successive promotions until he became captain of the vessel, and at the very outset of his career he brilliantly demonstrated his wonderful business ability. By judicious trading, he made such large profits jointly for himself and the owners of the vessel, that in less than two years from the time he engaged on the boat a poor boy with but a few dollars in his pocket, he was the captain and sole owner. After such an auspicious beginning his success was uniform, and in a very few years he had built and was operating a fleet of the finest vessels on the Ohio river and its tributaries. In 1837 he was married to Miss Martha A. Wright, daughter of Thomas Wright of Cincinnati.

In 1840, Capt. Roe started from Cincinnati with a boat-load of merchandise for the upper Missouri river, and stopping at St. Louis became so favorably impressed with its advantages from a commercial standpoint, that he

determined to make it in future the base of his operations. His first venture there was the establishment of a commission-house, which he personally took charge of, leaving his boats to be run by salaried captains. From this enterprise grew the house of Hewitt, Roe & Co., which soon became widely known, succeeded by Hewitt, Roe & Kercheval, which developed a large business in packing pork for the English market.

A fire which occurred during this period left Capt. Roe, after paying all obligations, with nothing but a small interest which he had in several boats, but he began, with wonted cheerfulness and courage, to repair his shattered fortunes, and soon had the firm of John J. Roe & Co., the successors of Hewitt, Roe & Kercheval, established on a solid basis, and maintained its high standing and credit to the day of his death.

During his business career, Capt. Roe was one of the largest pork operators in the United States, and was often associated with the Ames—Henry and Edgar—the Whittakers, the Ashbrooks, and others, in transactions of very great magnitude. He was also a special partner in the house of J. Eager & Co., of New York, and D. W. C. Sanford, of New Orleans, and for years was connected with Capt. "Nick" Wall, in Montana; the Diamond "R" Transportation Line being one of the important interests of the territory to this day.

Capt. Roe took a deep interest in all

that pertained to the prosperity of St. Louis, and the great bridge especially received his hearty approval and support. At a critical moment, when the stockholders were disposed to abandon the project as hopeless, and refused to advance any more money, he infused new life into the project by pledging one hundred thousand dollars in cash, for when it was known that the enterprise was approved by his judgment, it did not henceforth lack for supporters. As an evidence of the weight which justly attached to his opinion, it is related that at that dark hour in the history of the bridge he hastened to New York, had a meeting of the stockholders hastily called, and in thirty minutes from the time of assembling, one million two hundred thousand dollars had been subscribed.

Among the great corporations with which Mr. Roe was connected, and the offices he held, may be mentioned the following: President of the Merchants' Exchange, president of the Atlantic & Mississippi Steamship Company, once the most powerful company on the river; director in the Ohio & Mississippi Railroad Company, director in the Illinois & St. Louis Bridge Company, the St. Charles Bridge Company, the Illinois & St. Louis Railroad and Coal Company, the North Missouri Railroad, and in several street railroad companies, and president and one of the organizers of the Life Association of America, at that time one of the largest and most successful life insurance companies in

the United States. To all of these he gave his personal attention and died literally in harness, for while he was attending a meeting of the Memphis Packet Company, on the afternoon of February 14, 1870, and chatting pleasantly with his friends, his head fell on one side, he gasped for breath, and suddenly expired. His death, so sudden and unexpected, shocked the community and elicited the most poignant expressions of sorrow and regret, and his obsequies were the occasion of a general suspension of business, by direction of the Mayor.

What was the secret of this extraordinary popularity? For throughout his career he enjoyed the unbounded affection of his friends, and was endeared to the hearts of the people of St. Louis. The answer is already found in the uniform kindliness and impulsive generosity of his character.

"What makes you so blue?" said the Captain to a young gentleman he met on the street. "I have two thousand barrels of pork to deliver to-morrow, and the railroads inform me that they cannot reach here for three days, and pork has advanced two dollars a barrel." "I'll loan them to you," said the Captain, immediately writing out the order.

"By the by, you said some two weeks ago that you wanted to get a book-keeper's situation; have you succeeded?" said the Captain to a young man he had almost passed on the street. "No, Captain." "Well, go up to ——— and tell Mr. ——— that

you are the young man I spoke about several days ago; if the place suits you he will give it to you."

"The bank does not seem to like this paper," said a business acquaintance, as the Captain was passing into one of the large banks in which he was not interested. "Why, what is the matter with it, Dick? If they don't want it, I'll take it." The cashier overheard the conversation; his opinion changed, and the bank took the paper.

Thousands of incidents like these might be related, illustrating his kind and helpful spirit, and his generous acts toward the embarrassed and struggling, acts which endeared him to all with whom he came in contact, and caused his death to be mourned as a public calamity. The poor found in him a generous and gentle benefactor, but his charities, although innumerable, were bestowed in quiet, and we may be sure they went up before him as a memorial to God. Though not a member of any church he was a constant attendant at the Second Presbyterian Church—where his wife was a member—and no man had more reverence for the teachings of the Divine Master or wove them more visibly into the business of his life. He was not merely an honest man, as the world esteems honesty, but his private life was as unspotted as was his public career. He was a pure man in all that the word implies. During the war he was a strong and active Union man, although originally of a conservative dis-

position, and at one time a slaveholder; but, believing slavery to be wrong, he had set his slaves free.

In disposition Capt. Roe was cheerful and genial. He was easily approached, even by the humblest, and lent a willing ear to their wants. A keen judge of character, when once he confided in a man his faith was implicit. This is illustrated in the following anecdote: An agent who was about starting into the country on a mission involving the disbursement of probably half a million dollars for pork, called for his instructions, expecting to receive the twenty or thirty pages of foolscap usual in such cases. The Captain succinctly answered: "All

you have to do is to take care of your money and see that you get all the property you pay for." The trust reposed in the agent put him on his mettle, and made him doubly watchful.

Capt. Roe established a beautiful home at Lafayette and Compton avenues, then in the suburbs, the grounds containing ten acres. Here he pleasantly welcomed his friends, threw off the cares of business, and became the simple gentleman that nature made him. Here his widow resided until her death in 1884, and here his widowed daughter and her children still live, amid memories too precious to be more than mentioned.

COLORADO FARMING IN EARLY DAYS.

THE first plowing by way of farming on the Divide was done in the spring of 1862 by John Russell. One day while Mr. Russell was thus employed he had a visit from fifty Indians, who were mounted on small ponies. Mr. Russell's fine span of horses attracted the attention of Chief Colorow, who dismounted and stepped in front of Mr. Russell and stopped him, saying, "Swap, swap," at the same time leading his pony, which he desired to exchange for one of the horses. The team had cost too much money to be bartered in so uneven a trade, so Mr. Russell was determined to put on a bold front and to stand his ground if possible. He accordingly raised a gun that he always carried

and took aim at Colorow. The chief saw the determination and stepped back, and the Indians all laughed as if in derision of Mr. Russell, who alone sought to defend himself against fifty Indians. But the strategy had its effect, for the Indians looked upon it as a signal for help, which they believed was near at hand, and they left our farmer to pursue his plowing unmolested, although the action undoubtedly saved the horses, as well as the owner's life. The most valuable crop ever raised on the Divide was raised in 1863. Mr. Russell did not remember the exact number of acres or the number of pounds sold, so we leave it to the curious to figure out from our state-

ments. When the potatoes were about all planted the Indians drove the people off, and after a delay of two months Mr. Russell returned to find the crop doing well in spite of the unavoidable neglect. Soon after a dry spell set in and everybody was discouraged. One day a man came along riding a forlorn-looking pony, and Mr. Russell, in a fit of desperation, offered to trade the crop for the pony. The man looked from one to the other and concluded not to trade, as he could at least get out of the country if he retained the pony. Later on copious showers fell and the crops brightened greatly. A man named Sam Hayden offered \$4,000 for the crop, but the offer was refused. That year the crop was sold for \$22 per hundred pounds at the cellar, and \$26 delivered at Denver. The total sum realized was \$11,600. Many persons

now living on the Divide remember this famous crop and will corroborate our statements. Mr. Russell was not afraid to tell how he disposed of the \$11,000. He had so much money that he did not know what to do with it, as there were no banks in those days, so he bored holes in the walls of his log house and put in the bills, afterward driving in pins, on which the family wardrobe was hung. This is no doubt the most expensive wardrobe or clothespress known in the state.

In 1864 another crop was marketed at Denver by Mr. Russell, which brought \$1,003. It was hauled to Denver with three yokes of oxen, one attached to each wagon. The cost of freighting was \$3 per hundred, and the weight of the loads was 3,500 pounds each.

STANLEY WOOD.

CABLE RAILWAYS: THEIR HISTORY, AND USE IN AMERICA.

WITH the Cable Railway, as with many other valuable discoveries of the age, the credit of the invention does not belong to a single inventor. The progress made in cable traction from the time when its application was first made, in the conveyance of ores or other materials at the mines, until the present time has been slow but sure. Then its use was unnoticed and did not attract the inventor, but now every feature of the system is covered by patents issued to a multitude of inventors. Thirty-one years ago the es-

ential features of the present cable railway system were patented in this country by E. S. Gardner, of Philadelphia, Pennsylvania.

It is true that in England more than forty years ago a patent was granted, in which the cable conduit between the tram rails as well as the longitudinal slot in the centre of tracks between the tram rails, were to some extent illustrated, and while not exactly similar to the illustrations in the Gardner patent, yet the similarity is enough to suggest that the principles covered by

the English patent are used by the modern cable railway. Yet Mr. Gardner in his letters patent more fully described the principles essential in the construction of cable railways as they are to-day constructed and operated. At a time when the question was being generally discussed the inventor's attention was called to the following description of the London & Blackhall Railway, published in 1852, which may be of interest:

"A pair of powerful marine engines well erected at each end of the line to which the drums for winding up the rope were connected by friction clutches. The drums were of cast iron, each twenty-three feet in diameter, and their circumference revolved on an average of twenty-six miles per hour. The rope was five and three-fourth inches in circumference, and being upward of six miles in length weighed about forty tons and was sufficiently long to reach from one end of the line to the other, when somewhat more than one-half the rope was wound upon the drums. The cable was supported along the line by cast iron wheels or sheaves, three feet in diameter and seven and one-half inches in width, which not only prevented the rope from trailing upon the ground, but also guided it around the curved portion of the line. The carriages were connected to the rope in such manner that they could be instantly released without stopping the motion of the rope and again connected if required."

Prior to the year 1850 street railways

operated by animal power had not been in use as a means of city transit, but since that time the street railway has become the generally accepted plan of city transit throughout the entire world, and no better power than that furnished by animals having been offered, this was considered the most approved means of transportation.

Animal power for street railway purposes will at no distant day be superseded by more economical and approved means. Animal power as applied to street railways was first adopted in this country, and when the success of the plan was demonstrated the larger cities of Europe were not slow in following our lead in this direction.

Many men of genius prior to 1870, and immediately following the allowance of letters patent to Mr. Gardner for his cable traction railway, gave the subject of cable railways special consideration. Some of them proposed to operate elevated street railways by means of overhead cables; others proposed the suspension of the car from the overhead cable; while the great majority of those interested in the matter proposed schemes that were absolutely impracticable. The only attempt to operate an elevated street railway by means of endless cable was the case of the Greenwich street elevated road in the city of New York, the first railway of its kind in this country. Cable traction in that case was thoroughly tried, and the non-success of the plan here was not because it was impracticable, but because the principles in-

volved in applying cable traction were not well understood. With the knowledge, experience and results that we have to-day the plan of cable traction could be successfully applied to the elevated railway system of New York city, and when applied these roads could operate a high rate of speed and increase the carrying capacity of individual trains fully one-third of the present capacity. In view of the great gain in economy, capacity for carrying speed, and the saving in structural repairs by the removal of the heavy locomotives now in use from the structure, we may before long see cable traction applied to one or more of the elevated roads.

Just previous to the year 1872, Mr. A. S. Hallidie, of San Francisco, gave special thought and study to the various methods of operating carrying ropes for mining purposes, commonly known as ore conveyors, and secured many patents for the improvements of the system. It is related of Mr. Hallidie that one day while prosecuting his studies he was seen to be watching an omnibus drawn by two horses laboring up Jackson street, from Kearney street to Stockton street, a very heavy grade. The horses when put to their utmost slipped and fell to the pavement, having exerted all their strength in their effort to draw the load. They were then dragged down the gradesome considerable distance. This incident was of daily occurrence, and Mr. Hallidie concluded that a better means of transit over the steep grades of San Francisco

could be devised, and his investigations finally resulted in his securing very valuable patents pertaining to cable traction, which are to-day among the most valuable of their kind.

It is true of all inventions that have proven most useful in the development of commerce and in the advancement of mechanical science, that they have been adversely considered and passed upon as being impracticable and visionary; and, too, the inventors many times have been tolerated as cranks by the most learned men of the times. Notwithstanding the prejudices, some of which were urged against Mr. Hallidie at the time, work was begun on the Clay street Cable Railroad, San Francisco, under Mr. Hallidie's personal supervision about June, 1873, and was completed during the month of August the same year.

Notwithstanding the personal standing of Mr. Hallidie in the city of San Francisco, the fact is, that when he disclosed his plan of the Clay street cable railway to a few personal friends, they feared that their excellent friend was a little visionary, and that it was their duty, if possible, to prevent the outlay of the money required to carry out his experiment, as they termed it, and in consequence he did not receive the aid and encouragement he had expected.

With the assistance of competent engineers, Mr. Hallidie's plans were finally completed, and the work of constructing the line (one mile of double track) was begun. During the progress

of the work the success of the scheme was unfavorably criticised by many of the engineers of the day.

The road was completed and the fixed day for the trial trip having arrived, and a trip up and down the steep grade (16 feet in 100 feet) must be made in order to be with the limitation of the franchise granted by the city. The night previous was a busy one, and was occupied in the examination and adjustment of the important parts of the mechanical features of the road. In the early morning, before the evidences of the eventful day had appeared, the day in which before the sun should set, there was destined to be given to the world the successful results of the first attempt at cable traction, one of the most useful inventions of the age, the inventor and his friends were on the ground. The observer stationed at the foot of the hill notes a buzzing sound. It is the music of the moving cable in the tube beneath the street going faster and faster until it is humming in satisfaction of its ultimate speed. The car that has been standing idly on the summit of the grade moves, hesitatingly at first, as if conscious of the terrible steep before it, which, should the slightest mistake in, or the failure of, the details of grip or brake meant indescribable wreck and destruction. As the rising mist cleared, the water of the bay reflected to the occupants of the car in a multiplied form the dangers of the descent. The car moves forward and lower, gliding along the descending grade of the Clay street hill. Rapidly

the car approaches and it will only be a moment ere the base of the hill will be reached. The car stops at the base and a smile of exultation and pleasure is visible on the face of the travelers. A few moments of delay and the car with its occupants starts on its return up the steep grade, which it accomplishes without incident, and the summit being reached the occupants send up cheer upon cheer while all congratulate Mr. Hallidie. The road has proven a success mechanically and this age has new and improved means of transportation. To Mr. Hallidie belongs the credit of bringing into actual use the system of traction as well as the discovery and invention of some of the most important features of our present cable railway, and to the city of San Francisco belongs the distinction of being the first city to adopt the cable railway.

Following the successful completion and operation of the Clay street cable railway, other roads were constructed and new and useful improvements made by Henry Root, Asa E. Hovey, William Eppelsheimer, of San Francisco, and others scattered throughout the country.

In the year 1881, Mr. C. B. Holmes, of the Chicago City Railway Company, who had given special attention to the practical operation of cable railways in San Francisco, and who carefully investigated the results of operation, concluded to apply this principle of traction to the street railways under his care, and converted the State street and Wabash avenue lines.

In view of the fact that cable railways had not been built at any other place than San Francisco, where there is a uniformly even temperature, there was some risk assumed in undertaking to operate a cable railway in a climate where low temperatures and great snow falls was the rule during the winter season.

Many familiar with the lines then in operation in San Francisco expressed grave doubts as to the possibility of operating by means of endless cable in deep snow and with the temperature away below zero. Mr. Holmes being a man of keen judgment and having a clear understanding of the principles involved in mechanical construction, determined to proceed with the work notwithstanding the adverse opinions of those who professed knowledge in the premises. It was also urged that the streets of Chicago were level and there was no need of cable traction, and considering all the conditions it would be more costly to operate than to continue to operate by animal power.

At that time cars larger than any I have yet seen on street railways were hauled on these roads by two animals and consequently the argument seemed pregnant with reason, but nevertheless the directors of the roads supported Mr. Holmes, and the cable on the two streets, named were built and have proven successful, not only in mechanical effect, but in the increase of passenger traffic, beyond the most sanguine expectations.

To Mr. Holmes belongs the credit of demonstrating the practicability of operating cable railways through snow and extremely low temperature, and establishing the economy of the operation of a cable railway over the street railway operated by animal power.

In the year 1879, the writer, after investigating in all its details the question of cable traction, became impressed with the many advantages it offered over any known method of operating street railways. In every particular it was, beyond all question, the best method suggested for the new street railway then proposed for Kansas City. It is true that cable railways at this time were by no means the complete mechanical constructions of to-day.—They were to some extent experimental. In San Francisco in constructing these roads straight lines were followed. In no case did the main operating cable pass around right angle curves.

The sub-construction has been improved. The driving machinery modified in design, and the general feature of the construction, which in principle is similar to the original San Francisco construction, has been greatly modified.

Shortly after this time, I think in 1880, I had the pleasure of entertaining Mr. Hallidie at dinner, who on his return trip from Europe, stopped at Kansas City a portion of a day, for the purpose of a conference regarding the construction of the cable railway I then had in mind. The location of this road was most discouraging, in so far as

the physical conditions were concerned, great high bluffs rising high above the terminus of the proposed road, the summit of which was accessible only by means of a viaduct. Excessive grades throughout the entire line, with right angle curves, then a serious objection to overcome.

The conditions to be met in the proposed road were different from the conditions met in the construction of the only roads in the world, three in number, in San Francisco. The enterprise lacked the confidence of capital, being considered a boyish freak. One daily paper put it, in objecting to the grant said: "To see two-thirds of the streets end in coal shoots, for that is what these elevators are, is asking too much with an untried experiment."

It was this sentiment in the community that prevailed for a time, which with the opposition of horse railway companies, defeated the granting of a franchise to construct this road for quite three years, during which time the Chicago road had been completed and the Geary street and Presidio street cable railways in San Francisco had also been built. In the spring of 1885, the Kansas City Cable Railway was opened to the public, which from the day of opening has been an unqualified success, notwithstanding that the physical conditions in the construction of this road were more difficult to overcome than those met and overcome in other roads.

In 1883, the Market street cable railway, San Francisco, was completed,

which road is considered among the most complete roads now in operation.

Great credit is due Mr. William J. Smith, of Kansas City, and Mr. Philip A. Chase, of Lynn, Massachusetts, who sustained the Kansas City cable railway enterprise from the beginning with their capital and influence, the former devoting much personal time to the securing of grants. The successful completion of this cable railway in Kansas City was an event of importance to the city. Directly to the success attending this road can be traced the development of the great cable system the city now enjoys. To-day in this city of over two hundred thousand people the only evidence left of the old horse car lines is that owned by one of the cable companies, and which it is said will soon be changed to cable.

The cable and rapid transit system of this city is truly interesting. In cable construction every imaginable difficulty has been met and overcome. Steep grades, as steep as any in the country, are found here, with cable cars ascending and descending as regularly and as smoothly as on level streets; also high iron viaducts, and long spans of most interesting design, as a means of ascending the high bluffs, from the summit of which the view is most beautiful.

The long line of elevated railway winds through the western portion of the city, coming finally to the base of the high bluffs as though the rugged side of the rocky steeps was the end of

this road, the barrier seeming to be too great to overcome. Where this structure meets the bluff and ends, a large double track tunnel penetrates the rocks, passing under houses and streets, meeting the surface of the streets in the heart of the city. Cable cars glide every two minutes along the elevated approaches and are lost to sight as they pass into the tunnel, appearing again in the business portion of the city beyond. Here can be seen cable roads on the surface of the streets, on the steep grades and sharp curves, elevated above the streets, in *tunnels* under the ground, below streets, in fact all manner of cable railway constructions.

It is said that Kansas City has the finest cable system in the country, being most modern in construction, and more universally adapted as a means of communication between all parts of the city. The city is a cable city in every sense of the word, having the greatest number of miles in operation and the greatest variety of constructions in meeting physical condition associated with their location.

Cable railway construction is not now a matter of experiment. The cable moves as regular in its daily work of hauling cars as the hands of the clock in indicating time. There have been two roads constructed in this country that have proven more experimental than they should, due entirely to the promoters departing from well established principles of cable engineering, attempting in their constructions to improve the mechanical features by the

introduction of untried inventions that seemed on first examination to be correct, but in practical results when used proved failures. Cable traction is growing more and more in favor as the people become more acquainted with its use.

Much has been said about electricity but in so far as power is concerned no more can be accomplished with an electric motor than can be accomplished with a steam motor. The same is true of other motors. I know that it will seem strange to many of the advocates of electricity when I express the belief, or opinion, that it is very questionable whether electricity can ever be used in conduits below the streets, in applying it to the propelling of street cars, as has been attempted in several cities, being very unreliable, due to the lack of knowledge requisite to the absolute control of the electric fluid, if we may term it thus, while passing over the conductors in the conduit. The other objection is based on the question of expense as compared with other methods.

The storage of electricity for street car motor purposes is also experimental, and when by the inventions of men, electricity can be produced at much less cost than at present, by the combination of elements now unknown, generating the electricity on the motor, doing away with the storage battery entirely, this individual motor plan may succeed. The storage plan needs to be further perfected before it can be claimed a success.

The overhead wire bears evidence of success for roads limited in the amount of business, but at present electricity as applied in the overhead wire plan, in economy of operating and cost of carrying passengers amounting to 20,000 and over per day, does not approach the economic results realized in the use of cable traction, all conditions being considered.

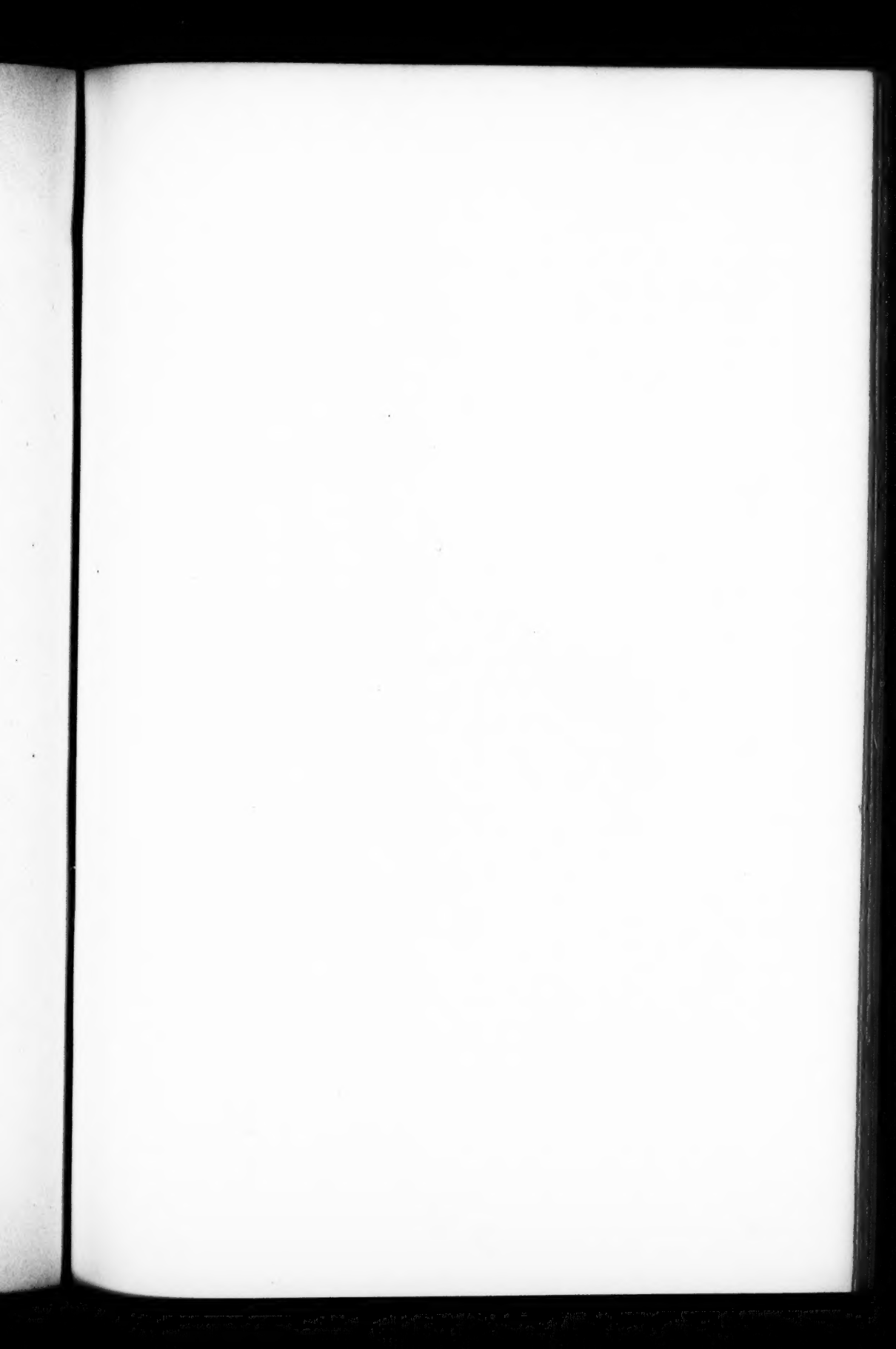
Notwithstanding the numerous methods proposed for the operation of street railways, cable railways are being rapidly introduced. Ten years ago San Francisco was the only city that could boast of possessing cable railways; today the cities of Chicago, Kansas City, Philadelphia, Pittsburgh, New York, Omaha, Denver, Sioux City, St. Paul, St. Louis, Los Angeles, Cincinnati and Portland, can now claim with San Francisco cable railways in successful operation.

In foreign countries Melbourne and Sydney, Australia; London and Birmingham, England; and Edinburgh, Scotland, have also cable railways in operation.

The question may be asked by those who have never ridden on a cable road, how are cable roads operated, and what are they like?

A power plant is located midway between the two extreme ends of the road in which large stationary engines and driving machinery is placed, of proper capacity. The cable passes from the large driving drums to a variable tension car in which is arranged a large sheave from which the cable passes to

the vault sheaves in vault below the street in front of power-house, thence to the conduit or tube in which the cable is supported about every thirty-five feet with small twelve-inch carrying sheaves upon which it rides. These sheaves are accessible by means of small manholes arranged in the cable tracks at the street surface. The cable passes to the end of the road through one conduit, around a large end sheave, returning through the other conduit to the opposite end of the road, passing around the large end sheave at this end of the road; it is then led back through the first conduit mentioned to the power house. It will be seen by this arrangement an endless cable is secured, the normal speed being about eight miles per hour. Communication is had between the moving cable and grip-car on street by means of a grip with horizontal jaws, one stationary, the other or upper jaw having a vertical motion, being operated by a lever in the grip-car. When in use one jaw is immediately under the cable the other above it. The narrow shank or plates of the grip pass from the jaws described, through a narrow slot three-quarters of an inch wide, located in the centre between the rails of the track, at street level, and which extends from one end of the road to the other in both tracks, connecting with the upper frame of the grip where they are fastened to the operating levers. By throwing the grip lever forward the upper jaw of the grip closes down upon the moving cable. The car beginning to move soon ac-





Robert Gilman

quires the momentum of the cable. To stop the train the lever is thrown in the opposite direction and the car gradually comes to a standstill by the proper use of break appliances. There are two tracks having the tram rails and the slot rails in position, which rest upon heavy cast iron yokes or supports. The slot rails form the narrow slot through which the grip shank passes. The surface of the street between the rails and tracks are paved with the best paving materials; stone paving blocks are more frequently used. The tube or conduit below the street is made from Portland cement concrete, laid around forming cores, which are removed after the cement is properly set, and again used in forming other sections of the

conduit. Two cars constitute a train, a grip and passenger car, the former being usually an open car, the other a closed coach. The cars move at the normal speed of the cable up hill and down again, as long as the cable is retained by the grip. At the curves a series of vertical conical shaped curve pulleys are arranged which are in constant motion when the cable is moving. The cable is in most cases steel, one and one-quarter inches in diameter, weighing two and one-half pounds per foot, made from six strands of nineteen steel wires in each strand. This, in brief, is a general description of a cable railway.

ROBERT GILLHAM.

ROBERT GILLHAM.

Some record of the work Robert Gillham has himself performed in the direction of cable railroad extension, and in other lines of public usefulness, seems pertinent in connection with the above. He may be justly termed not alone the founder of Kansas City's Cable Railway system, which is one of the mechanical wonders of the world, but one of the pioneers in cable railway construction; for when he entered this field of enterprise there were only three cable railways in the country, all in San Francisco, and none of them much like the improved cable roads of to-day which are in no small degree due to his inventive genius and engineering

skill. Mr. Gillham was born in New York, September 25, 1854, the third in order of nativity of John and Clarissa Gillham's four sons—John, Manciellia, Robert and Walter. His preliminary education was received at a private school at Lodi, New Jersey, and at the age of sixteen he became a student in the classical and mathematical institute at Hackensack, New Jersey. Later he entered the office of Prof. William Williams, principal of the institute, and under his private tutelage continued the study of engineering until 1874, when, at the age of twenty, he began the practice of his chosen profession by establishing an office in

Hackensack. He worked faithfully and patiently, and one by one numerous important engineering enterprises were entrusted to him, embracing the construction of bridges, special sewerage, sanitary engineering and reports of different kinds; and his rapidly extending reputation as an engineer of growing ability brought him much special work in and about New York city.

Early in October, 1878, Mr. Gillham concluded to visit the great West, and he arrived in Kansas City in the latter part of the same month. A little very superficial investigation was sufficient to firmly impress him with the idea that, ere many years had passed, Kansas City would become one of the most important points in the rapidly developing West. The thing that struck him as one of the most conspicuous drawbacks to Kansas City's speedy advancement was its crude, and in every sense inadequate, street railway system, for at that time the public were compelled, to reach the city proper—on the hill—by a tedious ride up Bluff street to Fifth on slow mule cars, then the only ones in operation; and he found himself studying as to some quick and modern means of transit between Main street and Union depot, and after much consideration and the laying aside of other important projects, he determined upon the well-known and indispensable Eighth and Ninth street cable road, with the viaduct at the Union depot. Through the influence of the horse railway company and others opposed to the enterprise, the

granting of the franchise was from time to time refused. Finally the city council promised that if Ninth street, between Delaware street and Broadway was widened, the concession would be granted. Through the influence of Mr. Gillham this measure was finally accomplished, and from a narrow side street, inadequate to the business of the city, Ninth street was widened to its present width; but again the granting of the franchise was postponed. Undaunted, Mr. Gillham again bent his energies to securing the right to build this road, destined, as he believed, and has been proved, to do more for the city than any other one enterprise within its borders, until at length the franchise was granted to him and his associates at that time, Mr. W. J. Smith, the present president of the company, and Mr. George J. Keating, who withdrew from the enterprise soon after the passage of the franchise. The construction of the line was a great engineering undertaking—greater than any similar one can be now or hereafter for cable railway construction was then in its infancy, and so far as Kansas City was concerned it was untried, and there were many who doubted its ultimate success.

Not only did Mr. Gillham design and build the road, but every dollar used in its construction was secured through his personal efforts, and he nearly gave his life to the cause. People will long remember the unfortunate accident that befell him upon the completion of the great work, re-

sulting almost in the loss of his life, and incapacitating him for nearly a year to attend any professional business. We refer to the fracturing of his skull by the falling of a grip in the engine-house vault.

Prior to the completion of the Ninth street line, Mr. Gillham conceived the idea of an elevated railway across the bottoms of West Kansas to Wyandotte, and began the circulation of a petition with a view to securing the right to build such a road. Shortly after this, without knowledge of Mr. Gillham's plans, Mr. D. M. Edgerton, of St. Louis, proposed to do the same thing. They soon met upon common ground and speedily united their efforts for their common cause. With the assistance of friends they fought hard and long against injunctions and other litigations, and, slowly but surely, modified the prejudices of property owners along the line of the proposed road. The franchise was defeated twice in the council and finally granted, and then, through their personal efforts, Messrs. Gillham and Edgerton secured the money necessary to construct the road, which, since its opening, has been a marked success. From an engineering point of view the elevated structure has not been equalled in the country for beauty of design, strength, durability and lightness. This is regarded as another great enterprise of Kansas City in which Mr. Gillham was one of the promoting spirits. After operating the road to St. Louis avenue and connecting with the Ninth street line for more

than a year, it was found necessary in order to accommodate its patrons and increase its business, to extend it in some means to Delaware street in the heart of the city. A towering bluff intervened. It was not feasible to reach the top of this by an inclined viaduct. The difficulty could be surmounted only by a most skillful and ingenious engineer, and by unanimous consent of all concerned the task was entrusted to Mr. Gillham, who designed a cable railway elevated from St. Louis avenue to the bluff at the foot of Eighth street, piercing the bluff by means of a double track cable railway tunnel, intersecting Washington street on the surface, and extending along the surface of Eighth street to Delaware street—a bold undertaking, which, by some engineers was considered impracticable. Work was begun in the spring of 1887, and in less than eleven months from the day ground was broken trains were running through the tunnel to Delaware street and return. This, by all competent judges, is considered a remarkable instance of rapid construction, as the work was impeded by different causes, one of which was the caving in of the partially completed tunnel. The securing of money to carry out this project was no small undertaking.

Mr. Gillham was one of the principal organizers of the Grand Avenue Cable Railway Company, and was called to be its first chief engineer, but owing to numerous other duties he declined the appointment. Associated with Mr. W. J. Smith, he purchased by

contract a half interest in the old Grand Avenue Horse Railroad Company and the Kansas City & Westport Railway Company, and associating with them some of the original owners and many of the present stockholders in the Grand Avenue Cable Railway Company, they organized that corporation. When Mr. Gillham sold his cable stock in this company he resigned from the directory. He is president and chief engineer of the People's Cable Railway Company, in the organization of which he assisted, and is a director and one of the largest stockholders of the Inter-State Consolidated Rapid Transit Railway Company (the Elevated Railway Company). He also constructed the Riverview Cable railway and is largely interested in the Omaha Cable Traction Company, of Omaha, Nebraska, whose roads he constructed, as chief engineer. He is being consulted with reference to the application of cable railways in St. Joseph, Missouri; Nashville, Tennessee; Cleveland, Ohio; Fort Worth, Texas; Brooklyn, New York; Scranton, Pennsylvania, and many other cities, and is constantly engaged in making reports pertinent to these projects. He was also consulted in the matter of elevated railways in Chicago. He has been also engaged in constructing or preparing to construct the following cable railways as chief engineer: the Kansas City Cable Railway Company (its Washington street line); Independence avenue line; the Omaha Cable Traction Company's lines; the People's Cable

Railway (the Tenth street and Brooklyn avenue); branch lines of the elevated railway in Kansas; the Denver City Cable Railway Company's line, Denver, Colorado; embracing eleven miles of double track, and the West End Street Railway, Boston, Massachusetts, in which system when completed there will be seven "power houses" and over fifty miles of cable railway. These, briefly stated, are the principal gigantic enterprises which Mr. Gillham has projected or been prominently connected with up to the present time. The record is a remarkable one to be made by a man of his years, and one of which any civil engineer in the country would be proud. He has at the same time been identified with other enterprises of special importance to Kansas City. He is president of the Armourdale Foundry Company, a company organized originally by Mr. C. E. Moss, and to whom is due the credit of building up the great business the company now enjoys, and who was associated with him for a number of years as owners. Mr. Moss finally, for the purpose of retiring from business, disposed of his interest in this company to Mr. Gillham, in which he now has a controlling interest. It is an extensive manufacturing concern with the best equipped works of the kind west of Chicago, and makes practically two-thirds of all the architectural iron work used in Kansas City and the surrounding country. The other members of the company are Mr. Gus. P. Marty, vice-president, and Mr. John Gillham,

Jr., secretary. Ten years have scarcely passed since Mr. Gillham came to Kansas City and identified himself inseparably with its future growth and progress, and to-day he ranks as one of its most useful citizens and is probably better known by his achievements

throughout the entire West than any other resident here. He married the only daughter of Mr. and Mrs. Matthias Marty, of Kansas City, and has two daughters, Elsie and Edith, aged respectively five and three years.

INDIAN LEGENDS ABOUT MANITOU SPRINGS, COLORADO.

It is now nearly twenty-two years since Manitou has become the objective point and goal of the Western tourists and pleasure seekers, and their visitation in numbers approaching a hundred thousand each "season" has fully verified the pleasing vaticination of Fitz Hugh Ludlow, who spent a few days in that locality during the summer of 1863. The extraordinary prescience of that author and traveller will be more apparent when we reflect that, at that time, the spot was without name and virtually undisturbed by the encroachment of civilization. He says:

"When Colorado becomes a state the springs of the Fountaine-que-Bouille will constitute its Spa. In air and scenery no more glorious summer residence could be imagined. The Coloradoan of the future, astonishing the echoes of the rocky foot-hills by a railroad from Denver to the Colorado Springs and running down on Saturday to stop over Sunday with his family, will have little cause to envy us Easterners our Saratoga as he paces up and down the piazza of the Spa Hotel mingling his full flavored Havana with

that lovely air, quite unbreathed before, which is floating down upon him from the snow peaks of the range."

The Springs, which constitute the leading attraction of Manitou, have a masterly "setting." Pike's Peak, the unfailing landmark and beacon to the Argonauts who crossed the Great American Desert in quest of the Golden Fleece, the peer of all the giant gems which stud our mountain rosary, grandly and fitly presides over the mountain landscape, defying the thunders, battling the storms, or smiling through an atmosphere the purest and most pellucid of the Earth, the reflected rays of the genial sun. A subjacent coterie of inferior peaks, Monta Rosa, Rhyolite, Pisgale, Cameron's Cone, Garfield and Cheyenne, ragged and grand, each stupendous and imposing if alone, but dwarfed and humiliated in presence of the superior, amplify and complete a picture which is almost without a parallel in nature.

Prof. Hayden seems fully warranted in pronouncing this scenery "grand beyond that in the vicinity of any other medicinal spring."

But the earlier and equal though far different appreciation of these Springs and their environment, by a race now fading from this mundane panorama, is more particularly the subject of this contribution. They ever appealed effectually to the superstitions native to the various tribes of Indians visiting them; and the Utahs, the Arapahoes and the Cheyennes never permitted themselves to pass them without the observance of some religious ceremonial in the form of characteristic medicine dances, and casting various votive offerings, and discharging quaintly decorated arrows into their waters. Through the centuries during which this unsophisticated people have come in contact with these Springs, many incidents of surpassing interest must have had place which now live in the memories of their seers, or medicine men, as legends and traditions, which have been transmitted from father to son, after the manner of all primitive people.

These legends, which embody the idiosyncracies, habits of thought, and religious conceptions of a race otherwise non-historical and in the last stages of decadence, are of especial interest and value to the ethnologist, and, whenever possible, should be rescued from oblivion. Therefore the following is "entered of record" as the sole scintillation from the dim past which has thus far been elicited from the reticent red man of the early history of these Springs and his relation to them.

The Indians regard with awe the "medicine" waters of these fountains

as the abode of a spirit who breathes through the transparent water, and thus, by his exhalations, causes the perturbation of its surface. The Arapahoes, especially, attribute to this water-god the power of ordaining the success or miscarriage of their war expeditions: and as their braves pass often by the mysterious springs when in search of their hereditary enemies, the Yutes, in the "Valley of Salt," they never fail to bestow their votive offerings upon the water-spirit in order to propitiate the "Manitou" of the fountain and insure a fortunate issue to their "path of war."

Thus at the time of my visit the basin of the spring was filled with beads and wampum, and pieces of red cloth and knives, while the surrounding trees were hung with strips of deer skin, cloth and moccasins.

The Snakes, who in common with all Indians, possess hereditary legends to account for all natural phenomena, or any extraordinary occurrences which are beyond their ken or comprehension, have, of course, their legendary version of the causes which created, in the midst of their hunting grounds, these two springs of sweet and bitter water which are also intimately connected with the cause of separation between the tribes of the Comanche and the Snake. Thus runs the legend:

Many hundreds of winters ago, when the cotton woods on the Big River were no higher than an arrow, and the red men who hunted the buffalo on the plains, all spoke the same language,

and the pipe of peace wreathed its social cloud of Kinnick-Kinnick, whenever two parties of hunters met on the boundless plains,—when, with hunting-grounds, and game of every kind, in the greatest abundance, no nation dug up the hatchet with another because one of its hunters followed the game into their bounds, but, on the contrary, loaded for him his back with choicest and fattest meat, and ever proffered the soothing pipe before the stranger, with well-filled belly, left the village—it happened that two hunters of different nations met one day on a small rivulet, where both had repaired to quench their thirst. A little stream of water rising from a spring on a rock within a few feet of the bank trickled over it, and fell splashing over into the river. To this the hunters repaired; and while one sought the spring itself, where the water, cold and clear, reflected on its surface the image of the surrounding scenery, the other, tired by the exertions of the chase, threw himself at once on the ground and plunged his face into the running stream.

The latter had been unsuccessful in the chase, and perhaps his bad fortune, and the sight of the fat deer which the other threw from his back, before he drank of the crystal stream, caused a deep feeling of jealousy and ill-humor to take possession of his mind. The other, on the contrary, before he satisfied his thirst, raised in the hollow of his hand a portion of the water, and lifting it toward the sun, reversed his hand and allowed it to fall to the

ground,—a libation to the Great Spirit who had vouchsafed him a successful hunt, and the blessing of the refreshing water with which he was about to quench his thirst.

Seeing this, and being reminded that he had neglected the usual offering, only increased the feeling of envy and annoyance, which the unsuccessful hunter allowed to get the mastery of his heart; and the Evil Spirit at that moment entering his body, his temper fairly flew away, and sought some pretence by which to provoke a quarrel with the stranger Indian at the Spring.

"Why does a stranger," he asked, rising from the stream at the same time, "drink at the spring head, when one to whom the fountain belongs contents himself with water that runs from it?"

"The Great Spirit places the cool water at the spring," answered the hunter, "that his children may drink it pure and undefiled. The running water is for beasts which scour the plains. Au-sa-quā is the chief of the Shoshones; he drinks at the head water."

"The Shoshone is but a tribe of Comanche," returned the other, "Wacomish leads the grand nation. Why does a Shoshone dare to drink above him?"

"He has said it. The Shoshone drinks at the spring head; the other nations of the stream which runs in the fields. Au-sa-quā is the chief of his nations. The Comanche are brothers. Let them drink of the same water."

"The Shoshone pays tribute to the Comanche; Waco-mish leads that nation to war; Waco-mish is chief of the Shoshones as he is of his own people."

"Waco-mish lies; his tongue is forked like the rattlesnake's, his heart is as blank as the Misho-tunga (Bad Spirit)."

"When the Manitou made his children, Shoshone or Comanche, Arapahoe, Shian, or Paine, he gave them buffalo to eat and the pure water of the fountain to quench their thirst. He said not to one 'drink here,' and to another 'drink there,' but gave the crystal spring to all that all might drink."

Waco-mish almost burst with rage as the other spoke, but his coward heart alone prevented him from provoking an encounter with the calm Shoshone. He, made thirsty by the words he had spoken—for the red man is ever sparing of his tongue—again stepped down to the spring to quench his thirst, when the subtle warrior of the Comanche suddenly threw himself upon the kneeling hunter, and forcing his head into the bubbling water, held him down with all his strength, until his victim no longer struggled, his stiffened limbs relaxed, and he fell forward over the spring, drowned and dead. Over the body stood the murderer, and no sooner was the deed of blood consummated than bitter remorse took possession of his mind where before had reigned the fiercest passion and vindictive hate. With hands clasped to his forehead, he stood transfixed with horror, intently

gazing on his victim, whose head still remained immersed in the fountain. Mechanically he dragged the body a few paces from the water, which, as soon as the head of the Indian was withdrawn, the Comanche saw suddenly and strangely disturbed. Bubbles sprang suddenly up from the bottom, and rising from the surface escaped in hissing gas. A thin vapory cloud arose, and gradually dissolving displayed to the eyes of the trembling murderer the figure of an aged Indian, whose long snowy hair and venerable beard, blown aside by the gentle air, from his breast, discovered the well-known totem of the Wau-kau-aga, the father of the Comanche and Shoshone nations, whom the traditions of the tribe, handed down by skillful hieroglyphics, almost deified by the good actions and deeds of bravery this famous warrior had performed while on earth. Stretching out a war club toward the affrighted murderer, he thus addressed him:

"Accursed of my tribe, this day hast thou severed the link between the mightiest nations of the world, while the blood of this brave Shoshone cries to the Manitou for vengeance. May the water of thy tribe be rank and bitter in their throats."

Thus saying and swinging his ponderous war club (made from the Elk's horn) round his head, he dashed out the brains of the Comanche, who fell headlong into the spring, which from that day to the present moment remains rank and nauseous, so that, not even

when half dead with thirst, can one drink the foul water of that spring.

The good Wau-kau-aga, however, to perpetuate the memory of the Shoshone warrior, who was renowned in his tribe for his valor and nobleness of heart, struck with the same avenging club a hard flat rock which overhung the rivulet, just out of sight of this scene of blood, and forthwith the rock opened into a clear round basin, which instantly filled with bubbling, sparkling water, than which no hunter ever drank a sweeter or a cooler draught.

Thus two springs remain, an everlasting memento of the foul murder of the brave Shoshone and the stern justice of the good Wau-kau-aga, and from that day the two mighty tribes of the Shoshone and the Comanche have remained severed and apart although a long and bloody war followed the treacherous murder of the Shoshone chief, and many a scalp torn from the head of a Comanche paid the penalty of his death.

A. Z. SHELDON.

EDITORIAL NOTES.

MR. JAMES R. GILMORE in his three books,—each of which may be considered a chapter in one grand story—"The Rear-Guard of the Revolution," "John Sevier as a Commonwealth-BUILDER," and "The Advance-Guard of Western Civilization," has done much to gain for a section of the country heretofore neglected, the due interest and attention which its deeds and the fruits thereof demand. He has also gained a more fit meed of honor for men who were almost forgotten, but who—their works once seen of men—will be forever remembered. Of these was John Sevier, whose body has just been removed from an obscure resting place, and placed in a grave of honor in the capital of Tennessee. On Monday, June 17, 1889, Gov. Taylor of Tennessee, and staff, accompanied by a committee of the legislature, proceeded to Montgomery, Alabama, and from thence to Cowles station, some thirty miles east of the city. The company went on foot to the grave, which was about a mile off in a cotton field under cultivation. At the grave Gov. Seay, in a touching and appropriate speech, delivered the sacred dust to the Governor of Tennessee. Gov. Taylor made a fitting response. The ground was broken by R. T. Dearmond of Knoxville, after which the remains were dis-

interred, placed in a handsome metallic casket, and taken back to the city; and conveyed thence to Knoxville, where a fitting resting place had been prepared.

ON Wednesday, June 19, the remains of Gov. Sevier were reinterred with imposing ceremonies. The casket arrived from Chattanooga, where it had been brought from Alabama, accompanied by Gov. Taylor and his staff, state officials, and a committee from the legislature. Owing to rain the procession did not start until 3 o'clock when the clouds passed away. The afternoon was beautiful. The procession was composed of state and city officials, descendants of Gov. Sevier, Tennessee military companies and civic organizations. The line of march was over two miles long. Twenty thousand people assembled at the court-house to witness the ceremony of reinterment. Prayer was offered by the Rev. Dr. T. W. Humes, and Gov. Taylor made an address delivering the casket to Knoxville. The oration of the occasion was then delivered by the Hon. W. A. Henderson, and Capt. J. W. McCallum read a poem. The ceremonies of reinterment were conducted by the Rev. Dr. James Park. The city was handsomely decorated, and the

ceremonial was the most imposing ever witnessed in Tennessee. A fund has been started to erect a monument to cost \$20,000 over Sevier's grave in Knoxville. This is tardy but adequate recognition of one of Tennessee's greatest men.

THE action of the diocese of Ohio, at its recent convention in Toledo, in the matter of the change of name of the educational institution at Gambier, has been the subject of much discussion among Episcopalians, although few really understand its meaning. To explain the reason for that act, Dr. Bodine has made the following statement: "For more than sixty years the legal name of this institution has been 'The Theological Seminary of the Protestant Episcopal Church in the Diocese of Ohio,' whilst its popular name has been Kenyon College. This has given rise to much confusion. The legal name was given by Charles Hammond, who drew the act of incorporation. The popular name was given by Bishop Chase, the founder of the institution. A year ago a movement was started among the alumni to change the legal name to Kenyon College. This change was approved by the Diocesan Convention. For sixty years the head of the institution has been the Bishop of Ohio. It is now thought that with the growth of population the bishop has all he can do in attending to the work of the diocese, and that he ought not to be charged with the superintendence of this educational work. So it was voted that hereafter there should be one man at the head of both Divinity School and College at Gambier, and that this man should not be the Bishop of Ohio. It was also voted to increase the alumni representation upon the board of trustees." There is a romantic story connected with the early days of this college, which one of the few who know, will relate in these pages soon.

SINCE the death of Gen. Harney several stories illustrative of his courage or other manly qualities have been told, some of which, as related by a correspondent of the *San Francisco Examiner*, are as follows: I have heard my

father say (he served under Harney in the Seminole war and also in Mexico) that he was the biggest, strongest, most powerful soldier that has worn a uniform since Frederick the Great. He was a giant in stature, a Hercules in strength. His powers of endurance were phenomenal. In the Seminole war he once went without food for four days and nights, and at the end of that time took Billy Bowlegs, who had caught him in the swamps, by the nape of the neck and threw him a distance of ten feet. The savage had an old bayonet pointed at his heart at the time. Another time when surrounded by Indians, he cleaved his way through them with a sword, and when their arrows had him weakened and almost helpless by loss of blood, he made a final rush, and, seizing one savage, hurled him against another with such force that both were disabled. The same night he swam three miles, trudged nine miles through a swamp, and finally reached an outpost in safety. Indians were always afraid of Harney. He could shoot an arrow better than they. He was a dead shot with a rifle, and when it came to physical violence—something that an Indian has no taste for—he could throw their mightiest athletes about like so many rubber balls. It was no trick at all for him to knock a truculent savage down with one hand, and with the other take his mate, lift him clear off the ground, and dance his legs over his fallen comrade. The Indians up about Fort Snelling, when Harney was a Captain at that post, used to call him "Thunder Bull"—who roared like thunder and was stronger than a buffalo. The old General was, even in 1861, when he retired from the service, the finest looking man in the army. He was six feet four inches and built like an athlete.

THE following letter, addressed to Mr. Henry Clews, author of "Thirty Years in Wall Street," throws a strong light upon a passage of war history as there related: Dear Sir: Having expressed my interest in portions of your work which I read on the day of its arrival, I think it would be less than ingenious if I did

not, after what relates to the Cabinet of Lord Palmerston in p. 56 and in the following chapter, make some reference to it. Allow me to assure you that, so far as this cabinet is concerned, you have been entirely misled in regard to matters of fact. As a member of it, and now nearly its sole surviving member, I can state that it never at any time dealt with the subject of recognizing the Southern states in your great civil war, excepting when it learned the proposition of the Emperor Napoleon III. and declined to entertain that proposition, without qualification, hesitation, delay or dissent. In the debate which took place on Mr. Roebuck's proposal for the negotiation, Lord Russell took no part, and could take none as he was a member of the House of Lords. I spoke for the Cabinet. You will, I am sure, be glad to learn that there is no foundation for a charge, which, had it been true, might have aided in keeping alive angry sentiments happily gone by. You are, of course, at liberty to publish this letter. I remain, dear sir, your very faithful servant,

W. E. GLADSTONE.

A WELL-KNOWN pioneer of the Western Reserve passed away when Gen. Nelson Eggleston died at Aurora, Ohio, on May 27. He was born in that township in 1811. In his boyhood he was notably a good scholar, and graduated at Hudson College in 1831, studied law and was admitted to practice, but his peculiar temperament made it not wholly satisfactory, and he became a farmer, and for fifty years made that his profession. In the early days of railroading, 1835 to 1840, the General took a wide interest in the subject and one of the first railroad meetings ever held in Ohio was called at his house in Aurora, and steps taken to organize a railroad between Cleveland and Pittsburgh, which went so far as a preliminary survey, but the financial disaster of '37 killed it, and when revived in 1848-49 the railroad went south through Hudson and Ravenna, but was soon afterwards paralleled by the Cleveland & Mahoning Railway. Mr. Eggleston married Caroline Lacey in 1835, and her death only pre-

ceded his by some three months. In early days Mr. Eggleston was an officer in the militia being advanced to the grades of adjutant, colonel and general. He was a great student in modern literature, and especially science, and was familiar with all of the most noted authors, and was a most fascinating talker in this field of learning. While well read on political matters, he took little outward interest, and steadily refused office of any grade. The pioneer history of Ohio was a most important book to him, and few in the state had so extensive a pioneer acquaintance as was his, and he ever took a lively interest in pioneer gatherings, and was at one time president of the Geauga Lake Association.

THE twenty-second annual meeting of the Western Reserve Historical Society was held at Cleveland, Ohio, on June 15. Judge C. C. Baldwin, president of the society, presided. Secretary D. W. Manchester's report showed the society to be in the most prosperous condition in its history. The attendance during the past year was unusually large. Volume II., of the publications of the society, is now in the printer's hands. This volume includes pamphlets 36 to 72 inclusive. The present membership is as follows: Patrons (\$500 each), 5; life members (\$100 each), 69; annual members, 126; corresponding members, 40; honorary members, 5. During the year one life member and seven annual members have been added. The additions to the library have been as follows: Pamphlets, 834; bound volumes, 340; newspapers, single numbers, 750; bound volumes, 15; total 7,850. The total number of pamphlets now in the library is 10,384. During the year there have been 167 additions to the museum and 5 manuscripts. There have been added to the library 20 volumes of the New York *Herald*, covering the war period. The following named new corresponding members were elected: Hon. Amos Perry, of the Rhode Island Historical Society; Dan Gleason Hill, of Dedham, Massachusetts; Frank W. Richardson, corresponding secretary of the Cayuga, New York, Historical Society; John

Ward Dean, secretary of the New England Genealogical and Historical Society; George E. Littlefield, of Boston, and J. O. Austin, of Providence, Rhode Island. The election of officers resulted as follows: president, C. C. Baldwin; vice-presidents, D. W. Cross, J. H. Sargent, W. P. Fogg, and Sam Briggs; corresponding secretary and librarian, D. W. Manchester; treasurer, J. B. French; elective curators (holding over to May, 1890), C. C. Baldwin, Rutherford B. Hayes, Stiles H. Curtiss; to May, 1891, Amos Townsend, Douglas Perkins, P. H. Babcock; to May, 1892, Levi F. Bauder, Peter Hitchcock, Henry N. Johnson; trustees of invested funds, Hon. William Bingham, Hon. R. P. Ranney, Hon. C. C. Baldwin; permanent curators, William J. Boardman, Benjamin Stannard, James Barnett, George A. Tisdale; executive committee, C. C. Baldwin, Douglas Perkins, S. H. Curtiss, Sam Briggs and P. H. Babcock.

Ex-Gov. A. B. CORNELL very properly rebukes the open criticism of those who believe the proposed monument to Gen. Grant will never be built. In a card, under date of June 10th, appearing in the *Washington Post*, he says: "The citizens of New York have much to be thankful for, and they are always grateful for the charitable consideration of their neighbors. They have raised \$130,000 toward the erection of a memorial in honor of Gen. Grant. They have further resolved to raise the sum of \$1,000,000 for the purpose of completing the proposed memorial. The Grant Monument Association is a corporation chartered by the Legislature of the State of New York, and is provided with perpetual legal succession. They believe that patience is a great virtue, and they feel that safe progress is more important than speedy progress. The illustrious Grant passed from this life four years ago. He taught us how to be patient. He knew how to wait, and he knew better than most men when to stop waiting. The trustees of the Grant Monument Association will endeavor to emulate his great example. They will never dishonor his memory."

MEANWHILE the trustees of the Garfield National Monument Association are preparing for the dedication of the almost completed structure in Lakeview Cemetery, Cleveland, although the date of that event has not yet been decided upon. The total subscription at date is \$126,600.54, of which the city of Cleveland gave more than one-half. The sums received from the various states range from \$4 from North Carolina to \$12,997.86 from New York. England is credited with \$5; France, \$1,149.16; Australia, \$12; Canada, \$3; and Belgium, \$40.

THE monument erected to yet another deceased President, Chester A. Arthur, by a number of friends who voiced their friendship and admiration in this fitting manner, was unveiled on June 15th, in the presence of but a few who were close to him while in life. The Arthur family burial plot is in Rural Cemetery, on the west bank of the Hudson river, near Albany. It is neither a large nor a conspicuous plot, but from it a beautiful view may be had of the Hudson and the valleys that cover a plain-like expanse far down to the horizon. A movement originated in 1887, among ex-President Arthur's friends in New York city, and a subscription was started. A surplus was received, which will probably be used toward erecting a monument to Gen. Arthur in New York city.

THE monument over Gen. Arthur's grave cost \$10,000. A broad flight of five granite steps leads from the path to the turf which covers the burial plot, while around the enclosure are granite pillars, between which are suspended heavy chains of bronze. In the centre of the plot is the monument, a sarcophagus of dark granite, perfectly plain and highly polished. The sarcophagus stands on two piers of lighter-colored granite, also highly polished. The piers rest on a broad base of granite, and the base is supported by a smoothly dressed granite plinth ten feet long and six feet broad. At the foot of the sarcophagus stands a figure representing the Angel of Sorrow. The figure is of bronze, and is of heroic size. It stands with

folded wings leaning against the sarcophagus, one wing being thrown outward by the pressure in the most animated and picturesque manner. The left arm of the figure is extended along the sarcophagus, laying on the tomb a palm of bronze. There is no inscription on the sarcophagus, but on the base is the word "Arthur" in letters raised in high relief, and also a tablet of bronze sunk into the base with the inscription:

CHESTER ALAN ARTHUR.
Twenty-first President of the United States.
Born Oct. 5, 1830.
Died Nov. 18, 1886.

There are also buried in the plot Gen. Arthur's father and mother, his wife, and a son. A fund for the erection in New York of a statue to Gen. Arthur has been raised, and the money has been paid in. As yet no design has been adopted, but one soon will be, and the work will then be begun. The statue will doubtless be placed in one of the principal public squares or parks in New York city.

JAMES A. BRIGGS, whose recollections upon various important matters have often appeared in these columns, writes under date of Brooklyn, June 10, 1889: "Forty-nine years ago to-day was a great political gala day in the Lower Valley of the Maumee, from Toledo to Perrysburg. There were on the morning of the 10th eighteen steamboats in line going up the river, floating in the breeze our beautiful flags. It was a sight never to be forgotten. Thirty thousand of the Whigs of Northern and Northwestern Ohio, with a small sprinkling of them from the interior of the State, and a goodly number from Michigan, led by the young and eloquent George Dawson, of the Detroit *Advertiser*, and George C. Bates, a young lawyer, one of the most effective of speakers, met on the battle ground of Fort Meigs to welcome Gen. William Henry Harrison, the military hero of Fort Meigs, and

The father of all the great West,
The hero of Tippecanoe.

"When Gen. Harrison was speaking on the stand erected on the old battle-ground, he was listened to by no less than 30,000 Whigs, who had come up to do him honor as the hero of the battle-field, and as the Whig candidate for the President of the United States. Among the great men present was Senator Thomas Ewing, the father of Gen. Thomas Ewing, president of the Ohio Society, in New York. Mr. Ewing was one of the really intellectual men of the land. Mr. Robert C. Schenck, now of Washington, a young and promising lawyer of Dayton, accompanied Gen. Harrison on his tour. He was in Congress from 1843 to 1851, and was one of the ablest debaters in the House. Gen. Harrison visited Cleveland, spoke there from the balcony of the American House, and went home to Cincinnati by way of Columbus, Springfield, etc. The Whigs in attendance at Fort Meigs carried to their homes the spirit and enthusiasm of that meeting, and everywhere the most patriotic meetings were held. We never had a political campaign before, and never had one since, equal to the great Whig campaign of 1840. The questions that divided the parties at that time were more ably and thoroughly discussed by the leading men of the Whig and Democratic parties than they were ever before or have been since. There have been campaigns of more speakers, but none of such ability. All the very strong men of the land from the Atlantic to the Mississippi, and from the Lakes to the Gulf, were on the stump before the people. Where, in 1888, were the men equal to Webster and Calhoun, Clay and Wright, Preston and Hamer, Ewing and Cass, Seward and Ingersoll, Forward and Cambreling, Binney and Hunter, Reeves and King, of Alabama; Butler, of Kentucky; and Corwin, Phelps, of Vermont; and Buchanan, Sargeant, and Niles, Marcy, Prentiss and Dallas, Clayton and Polk, Collamer and Wilkins, Spencer and Woodbury, Granger and Douglas, Duncan and Giddings, Summers and Rantoul, Bancroft and Davis, Winthrop and Allen, Sutherland and Andrews, Wade and Dix, and a host of others of strong and eloquent men like Jones, of Tennessee,

*and Wilson, of New Hampshire? They were real 'spell binders'—teachers and instructors of the people in political science."

MR. BRIGGS was one of the staunch anti-slavery men of the early day, and a prophecy in verse made by him long before the Civil War deserves to be preserved. In 1849, in the city of New Orleans, a number of negroes who had met for religious worship were arrested by the police and locked up in a calaboose. Upon reading it he wrote the following lines:

Ye may not meet to worship God,
Ye of the sable skin—
Beneath the bright and sunny skies,
Where color is a sin.

Ye may not read the Book Divine,
That points the way to Heaven,

And teaches that for all who sin,
Redemption, free, is given.

Ye may not meet to sing and pray
As Christians met of old,
For ye are chattels—ye were bought
With white man's yellow gold.

What right have slaves to read that Book
In which they'd learn and know
Our Father, God, made of one blood
All nations here below;

What right have ye of darkened hue,
A free man's soul to feel;
Or lift from off your gall'd neck
The tyrant's leaden heel?

Be patient! Wait! the day *will* come,
When ye shall all be free,—
When ye shall worship Israel's God
With perfect liberty.

CORRESPONDENCE.

NOT A COMRADE OF BOONE'S.

To the Editor of the Magazine of Western History:

We have a good many slipshod historical statements. I recognize one of this character stating that John L. P. McCune, the oldest man in Clark county, Indiana, who recently passed away, was on intimate terms with Daniel Boone and made many raids with him. If this means that McCune was intimate with Boone and made many raids with him in Kentucky, it is clearly a mistake. McCune was born in 1793; and Boone, in or about 1795, moved to Missouri; and there were no raids in Kentucky after Wayne's treaty and the pacification which followed, in 1795, when McCune was only two years old.

If McCune resided a portion of his life in Missouri he might have known Boone there, but as he served in the Thames campaign, and early in life learned his trade and settled in Clark county, it does not appear likely that he could have figured with Boone on the frontier of Missouri—and even there Boone shared in no raids.

L. C. D.

THE SEA SERPENT AGAIN.

To the Editor of the Magazine of Western History:

I send you the following newspaper clipping as some additional evidence in favor of the existence of the Sea Serpent. It is of later date than any of the appearances noted in the excellent article in a late number of the MAGAZINE, being so lately as the year 1886:

"BELFAST, ME., September 17.—The Sea Serpent has again been seen, this time by competent authority. Prof. W. H. Winslow, M. D., Ph. D., of Pittsburgh, Pennsylvania, owner of the cruising cutter *Pilgrim*, has arrived in port and writes as follows to the *Journal*: 'I was coming up the coast in my yacht *Pilgrim* before a light southwest-wester, August 24th, and saw, just off Cape Neddick, at the distance of a quarter of a mile, an object which I supposed was a man fishing from a boat. I was surprised to find that he had vanished when I tried to make him out with marine glasses. Soon it appeared again, a little nearer shore, and I had a good look at him, her, or it. It looked like a black spar, buoy, or log of wood, a foot in dia-

meter and eight feet long, projected from a boat-like body at the front and above the surface of the water at an angle of about twenty degrees from the vertical. The surface was black and shining, the angle between the neck and body was curved, and the general appearance was as if the part above water was continuous to a very long sub-aqueous body. Before I could get the glasses to bear accurately the marine monster sank, then he appeared in-shore of us upon the bow, upon the beam, upon the quarter, and then sporting in the breakers; he kept about the same distance from us, and did not afford us any better view than that at first. The animal was lively and perfectly at home in the water. He was seen by all on board, and all agree upon the above description. There

was no inebriety, enthusiasm, or delusion about the case, but calm, careful, critical observation. I was educated at the University of Pennsylvania in zoology, and comparative anatomy, and I know the stripes of living and extinct marine animals. I have lived upon the ocean, in the navy and out, for several years, and cruised widely, have seen the usual monsters of the deep, and I am sure this strange being seen off Cape Neddick was unlike any yet described in natural history, and unique in seafaring annals."

I desire to add that I have known Dr. Winslow well for many years, and when he says he saw the marine monster in the manner above described, I as much believe in its existence as if I had seen it myself. T. J. CHAPMAN.

AMONG THE BOOKS.

"THE STORY OF LOUISIANA." By Maurice Thompson. (In "The Story of the States" series.) Published by D. Lothrop Company, Boston.

Mr. Thompson has well said that to write a history of Louisiana several volumes of the size of this would be needed; especially if it should attempt to cover all that was once Louisiana—reaching to the far north and to the unmeasured northwest. He has therefore done well, in telling the story of the state, to hold himself within the limits as at present geographically defined. But he has found therein as much, and as varied, material as he could well compress within the limits defined. He has performed his task well, and because he has not touched upon many things that might have been given the fault must not be laid to him but to the simple fact that much had to be rejected for the reasons already given. He covers the ground from the beginning: the colony of France; a paper Eldorado; in the days of Bienville; from France to Spain; under the flag of Spain; intrigue and unrest; under the stars and stripes; the territory of Orleans; the old regime; in the Civil War—this is the

ground across which we are hurriedly led. The work is abundantly illustrated, and adds yet another to a series that has already demonstrated the wisdom of the thought by which it was brought into being.

"THE STORY OF WASHINGTON, THE NATIONAL CAPITAL." By Charles Burr Todd, author of "The Story of New York," etc. Published by G. P. Putnam's Sons, New York. (In "Great Cities of the Republic" series.)

This story of our national capital has been entrusted to skilled hands, for in that of the metropolis, as already told, Mr. Todd has shown himself not only a skillful and correct writer, but one who can please and interest as well as instruct. He has made the best history of Washington we have yet seen—not so full as some nor so abounding in the guide-book features as others, but such as would attract both the local and general reader, and the young as well as the old. His style is admirable—clear, direct, concise, and simple; telling plainly what he sets out to tell, and leading nowhere into by-paths that have no connection with the ground upon which he treads. Maps

and a large variety of beautiful illustrations elucidate the text.

"**LATER SPEECHES ON POLITICAL QUESTIONS, WITH SOME CONTROVERSIAL PAPERS.**" By George W. Julian; edited by his daughter, Grace Julian Clarke. Published by Carlon & Hollenbeck, Indianapolis.

In a former volume, the speeches delivered by Mr. Julian during and before the war—those memorable addresses in which the eloquent Indian leader voiced his convictions and helped to lead the sentiment of the North—have been preserved for the instruction of later generations; and in this later volume we find a continuation of that record of Mr. Julian's public life. These speeches deal with questions of current American politics from 1871 to 1889, and embody, to some extent, the political history of the country during that period. They will hold a particular interest to those who withdrew from the Republican party in 1872, as they set forth with clearness and force the reasons which prompted Mr. Julian and his associates to depart from the political organization which they had helped to create, and which they believed had strayed from the true and upward course. Among the addresses here embodied are: "The Campaign of 1872," "The New Trials of Democracy," "Evolution and Reform," "The Fraud of 1876," "The Issues of 1880," "The Republican Party and Reform," etc. Among the controversial papers may be found Mr. Julian's memorable reply to Mr. Howe and to Mr. Scurtz, and his "Webster and Blaine," which appeared in this *MAGAZINE* in September, 1888. That Mr. Julian has been a living force in American politics is a conceded fact; that he is still at work for the general good is shown by his many recent utterances for reforms he believed to be demanded, evinced especially by the plea for New Mexican redemption, eloquently and forcibly put forth in

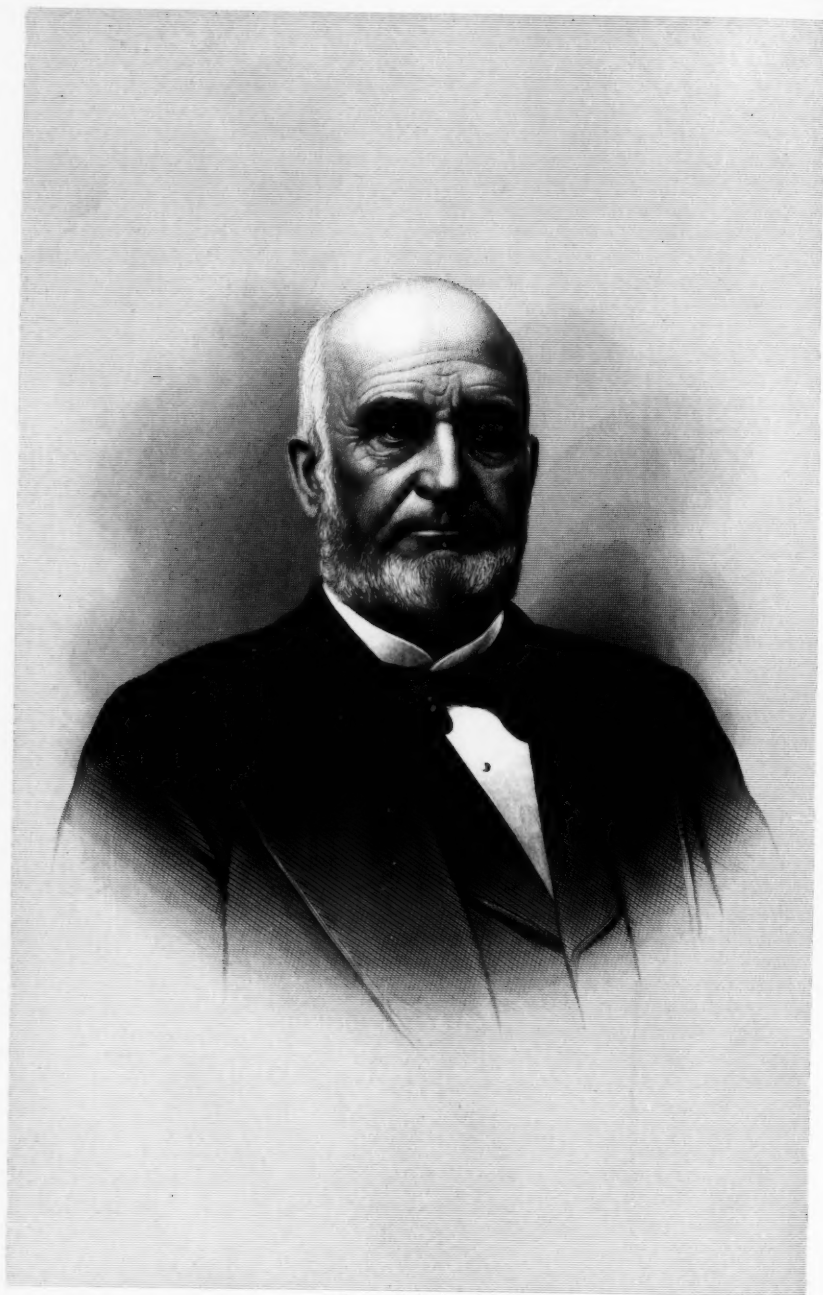
another portion of this number of this *MAGAZINE*. That he is a statesman and a patriot his most outspoken critic has never denied, and the speeches and papers of this recent publication will bear us out in the declaration. Naturally he speaks from his own standpoints, and those he criticizes will not allow all his declarations to go unchallenged; but he speaks fairly, eloquently, logically, and the polemic knight who would take issue with him must come well mounted and well armed.

"**TRANSACTIONS OF THE ONEIDA HISTORICAL SOCIETY, AT UTICA, NEW YORK. 1887-1889.**"

This volume, of a series of great historical value, is devoted to the proceedings of the New Hartford Centennial, and the addresses delivered before the society at various times, among which the following may be cited: "The Geology of Oneida county;" "The Origin and Early Life of the New York Iroquois;" "Ancient Utica," etc., etc.

"**THE STORY OF MANITOU.**" "AROUND THE CIRCLE: One Thousand Miles through the Rocky Mountains; being a description of a Trip among Peaks, over Passes, and through Canons of Colorado." "RHYMES OF THE ROCKIES."

These three unique little books, published by the Denver & Rio Grande Railroad Company, contain not only a large amount of valuable matter pertaining to the Rocky Mountain region and the West, but are profuse in illustrations, artistic in the letter press, and show unusual literary ability. The literary and mechanical preparation has been confided to the hands of Major S. K. Hooper and Stanley Wood, both well known all through the West, and nothing but work of a high order could be expected. Their acquaintance with the region covered is extensive, and they possess the proper idea as to what the outside world wishes to know of the West.



Engraving of Philatus Sawyer

Philatus Sawyer